RUSS OLSON VOLUME 15A

EQUIPMENT

Description

Assignment of Cars 1909 - 1954

Sub-divisions Within This Volume

- Contents of Front Pocket
- “Slow” Cars
- “Fast” Cars
- Front Exit Gate Cars
- One / Two Man Cars

CONTENTS OF
FRONT POCKET

11-23-52

	ES	SN	LS	NK	NS	Total	
Scheduled	50	95	89	56	91	381	
Kept OK	59	111	102	71	105	448	(3)
In Storage	100	35	13	27	29	204	(2)
Dismantled		10			1	11	(1)
Total	159	156	115	98	135	663	

(1) Dismantled: 1136, 4, 1230, four 2000's and 4 Std Psgr Cars = 11 cars

(2) Stored: 299, 1271, and 202 Std Psgr Cars = 204 cars

(3) In Service: 300-439, 1266-1270, 303 Std Psgr Cars = 448 cars

6 Front Cars, 25 Trailers to Better Service
Minneapolis Morning Tribune (1909-1922); Oct 22, 1920;
ProQuest Historical Newspapers: Minneapolis Tribune (1867-1922)
pg. 18

6 Front Cars, 25 Trailers to Better Service

New Trolleys to Be Put Into Operation Next Week.

Street Railway Manager Says 800 Mark Is Reached.

Six new front exit cars scheduled to be put into operation next week, and an order placed for 25 street car trailers of the type which has been tried out on the Nicollet avenue line in Minneapolis, are the latest steps in improvement of street car service in the Twin Cities, it was announced last night by Foster Hannaford, general manager of the street railway company.

Mr. Hannaford said it has not yet been determined on what lines the six front exit cars are to be placed, but this is to be decided at a conference this forenoon between Mr. Hannaford and Donald Goodrich, general superintendent. They may be tried out on the inter-city lines, Mr. Hannaford said. Additional front exit cars will follow the first half dozen in short order.

As the trailer used on the Nicollet avenue line has proved itself a success, an order for 25 more was placed last night. Mr. Hannaford could not say, however, as to when they would be ready. The trailers are of the "dead" type, that is, they have no motors on the trucks. The 2,000 and 2,000A two-car train which has been seen on Minneapolis lines is different from the latest idea in that the 2,000 car has motors on the trucks of the rear car.

Commenting on the addition of cars to the service Mr. Hannaford said that in August the company had 701 cars in operation.

"Just yesterday we topped the 800 mark," he added.

Car Assignments at Stations January 1, 1952

	Gatecars	One/Two Man	PCC's	Lightweights	Double-enders	Totals
Northside	15	78	0	0	0	93
East Side	17	104	13	0	0	134
Nicollet	0	83	51	0	0	134
Lake Street	26	117	0	11	2	156
Snelling	13	64	66	12	0	155
Duluth	0	70	11	5	0	86
Totals	**71**	**516**	**141**	**28**	**2**	**758**

“SLOW” CARS

TWIN CITY LINES ASSIGNMENT OF CARS 1909-1954

An account of the general use of the cars, and how they were assigned to various stations and car lines. Each main type of car is listed in a separate section. Some details are omitted, and some of the history we could not find.

PART I. THE STANDARDS: SLOW CARS.

By SLOW CARS is meant cars equipped with GE57, GE67, or GE70 motors, as contrasted with FAST CARS, a term much used in the early years for the cars with GE200-type motors.

In 1909 most of the service was being given with these slow cars; up to that year, only the four Interurban lines running from Snelling Station had got the new fast-motored cars. From 1909 on, as hundreds more of the new cars were built, these slow cars were relegated to rush hour service only on one line after another.

NOV. 16, 1909 ASSIGNMENT

EAST SIDE
608-626
737-766
813-836
874-879
900-909
976-991
1124-1144
1217-1228
1271-1273

31ST ST.
1049-1107
1201-1216
1229-1240
1266-1270
1274-1281

BLOOMINGTON
992-1048

SNELLING
804
807-812
837-858
860-867
910-949
1196-1200
1241-1259
1282-1287

7TH ST.
767-788
797-803
805-806
871-873
880-899
950-975

OWEN ST.
868-870

1208

1910. In June the 600s were put in storage in the roundhouse at 31st St. They returned to service at East Side in the fall.

Former fast Stillwater cars 775, 776, 777 lost their GE57 motors in Sept. 1909; 778 lost its on Feb. 25, 1910, same date high-speed 1263-1265 went to 7th St. from East Side temporarily.

When on June25, 1910, the 8th & Central line was changed to 8th Ave. So. & 20th Ave. No. and 8th Ave. So. & Emerson, 65 East Side cars were to be equipped with the new signs, for 8th Ave., all cars to be above 1124. 12 cars at 31st St. were to get 8th Ave. So. & 20th Ave. No. signs for rush hour service.

In July, short cars 897-899 were converted to double end, the first standard cars so changed, replacing single truck "dinkies".

Oct. 5, oil classification lights were put on 760-763 for St. Louis Park.

THE NEW LAKE ST. STATION opened on Nov. 5, 1910. They took over East Side's Minnehaha Falls locals, both 8th Ave. lines, and these cars: 608-626 752-757 813-816 832-836 900-909 1124-1142 1217-1228. Also moved to Lake St. was the Snelling-Minnehaha Interurban line, from Snelling Station, for which 1196-1200 and 1241-1255, and some fast cars, were sent to Lake St.

THE BLOOMINGTON STATION at 32nd St. was closed down Jan. 1, 1911, and their cars 992-1048 went to Lake St., with their two car lines, Plymouth & Bloomington, and Cedar & Camden.

Sept. 1910 order for changing motors between high-speed and snow plows, said that "local signs" were to replace "fast signs" in 1143-1144, as well as slowed Tonka and Stillwater cars.

When Lake St. got new 1439-1449 in December, they transferred 813-816 and 835-836 to East Side. During the winter East Side had borrowed 622-626 from Lake; they were returned Jan. 24, 1911. Other car transfers up to Jan. 28, 1911 were:

1271-1273, East Side to 31st St.
1050-1052, 31st St. to Snelling
910-914, Snelling to East Side
837-847, Snelling to 7th St. (Snelling getting new 1400s)
871-872, 7th St. to Owen St., increasing the number of cars there from three to five.

1911. Jan. 30, cars below 1287 were to be sent to shops to get steel wheels. Feb. 15, shortage of GE216 equipment, GE70s put in Lake's 1193-1195; St. Paul licenses left in these Interurban cars, because licenses could not be transferred.

Feb., ~~Bmx~~ 7th St.'s 890 made temporary double end car for shuttle on Oak St.

June 29, 30 St. Paul cars and crews to be borrowed for MPLS. CIVIC CELEBRATION WEEK; signs to indicate seating capacity to be installed as required by Minneapolis law; 36 cars listed: 7th St.'s 966-975; Snelling's 944-949, 1256-1259, 1282-1287 (and Interurban cars 1288-1297 which were already posted with signs).

East Side's 813 became double-end, perhaps in Nov. 1911. 7th St's 896 was made DE and transferred to Snelling 3-23-12, perhaps replacing dinky at Fort Snelling.

Temporary transfers, between April 6 and ordered complete by April 15: Snelling's 860-863, Lake's 992-996, Nicollet's 1201-1205, all to East Side; all returned to their own stations by April 19. Numbers filled in in pencil on transfer order. Note 15 new cars 1517-1531 went to E.S; my building dates run from March 29 to April 10.

MONROE & BRYANT LINE TRANSFERRED, from East Side to newly-rebuilt Nicollet Station (up to then called 31st St.), May 15, 1912; with 976-991 permanent; and considered temporarily transferred, 737-751, 758-759, 765-766, 814-816, and 910-914, which last five went instead of 760-764 in original order (changed because 760-764 were St. Louis Park cars). The "temporary" cars got only single new sign, "BRYANT AVE. TO 38TH ST."

May 22, 1912, TRANSFER: 758-759, Nicollet to 7th, and 765-766 Nicollet to Snelling.

Date unknown, 832-834 went from Lake St. to East Side.

Date unknown, 1912, 814 went from Nicollet to Snelling.

Following St. Louis Park cars at East Side had "MENDOSA BEACH" sign changed to "CALHOUN BEACH" July 29, 1912: 760-764, 827-832 (and fast cars 1539-1541).

Late 1912, Snelling's 1288 changed motors from GE213 to GE70.

When Nicollet got new 1572-1581 in Sept. 1912, they transferred 910-914 back to East Side. "St. Louis Park" signs were put in 910-914 on Jan. 15, 1913

Dec. 19, 1912, Owen St's 868-869 were sold to Duluth, Minn., and were replaced by 873-874 from 7th St.

Transfers between Dec. 12 and Dec. 20, 1912: 761 Perm. E.S. to Snelling; 804, 807-810 Temp. Snell. to Lake; 1124-1127 Temp. Lake to East Side, E.S. running pullouts for Lake, cars returned 1-14-13; 1041-1044, Lake to Nic Temp., cars returned 4-21-13.

Noted running on Minnehaha 1-4-13, 610, 616, 620, 625, 753.

Miscellaneous transfers:

1-6-13: Snell. cars 804, 807-809 from Lake to Nicollet.

1-24-13: 811-812, Temp. Snell. to Nic. because of painting 1000s.

1-31-13: 765-766, Snell. to Nic.

3- 7-13: Return 765, 811-812 Nic. to Snell.

4-18-13: 1049, Nic. to Lake Perm.

No date 818-821, E.S. to Nic.

4-16-13: Return, 819-821 Nic. to E.S.

4-19-13: 1217 Lake to Nic. Perm. (for 1049?)

4-21-13: Snelling's 810 from Lake to Duluth (see above), and 811-812 Snelling to Duluth.

4-29 (or 5-29?) Duluth's 782? 783 784 785, GE57 cars, sold to Aurora Elgin & Chicago RR.

4-29-13: 760 Perm. E.S. to Duluth, and 762 Temp. E.S. to Dul; Snelling's 766 Temp. from Nic. to Dul. (see Jan. 31).

(NEW CARS ~~1564x1566x~~ 1582-1600 to Nicollet April 16 to May 27).

4-29-13: Return 751, 818 Nic. to E.S.

4-29-13: 751, 818 E.S. to Lake.

4-29-13: Return 749-750 Nic. to E.S. (See Monroe-Bry. chg. 5-25-12).

5- 2-13: Return 748 Nic. to E.S.

5-10-13: Return 747 Nic. to E.S.

5-13-13: Return 745-746 Nic. to E.S.

(4-18-13, fitted with screens for both sides, oil class lamps, targets, ST. LOUIS PARK signs, E.S. 910-913, and fast 1539-1541.)

5-13-13: 910 E.S. to Lake (it stayed there).

5-17-13: Return 743-744 Nic. to E.S.

5-17-13: 835-836 E.S. to Lake.

5-20-13: Return 742 Nic. to E.S.

5-21-13: Return 739-741 Nic. to E.S.

3- 4-13: (See Jan. 6) Snelling's 804 from Nic. to Dul., it stayed there; and also Snelling's 807-809 Nic. to Dul.

3- 4-13: Perm. 1050-1051 Nic. to Snelling.

10-22-13: 807-808, Dul. to Lake, they stayed; 762, 809-810 returned Dul. to Snelling.

10-27-13: 811-812 returned Dul. to Snelling.

No date, 766 returned Dul. to Snell.

No dates, 767 Dul. to Snell, 817 E.S. to Lake.

LAKE ST. CREW SHORTAGES, SUMMER, 1913. East Side and Nicollet to run pullouts for Lake St. 994, 998, 1124, and many cars from 1000-1036 involved in multitude of transfers between those three stations and the paint shop. Also 739-742 Temp. E.S. to Lake 7-28-13.

FAIR WEEK, 1913: Only "BIG CARS" were to be used on Fair Grounds, so W.P. equipment was to fill in on KENWOOD & JOHNSON and WESTERN & 2ND ST. (cars 739-750 at E.S.)

Aug. 1913, Duluth's 893 was temporary DE car on St. Louis Park shuttle.

Sept. 1913, new LAKE NOKOMIS-CAMDEN signs put in 994-1049, 1124-1142, 1193-1200, 1218-1228, 1241-1255, and fast cars 1179-1192 and 1401-1420.

Nov. 25, 1913, Randolph owl to run from loop to Snelling and Grand, special signs "RANDOLPH OWL" put in 950-955.

(992-993 made fast double end in 1912).

DEC. 1, 1913 ASSIGNMENT.

EAST SIDE	NICOLLET	LAKE ST.	SNELLING	7th ST.	OWEN~~X~~ ST.
739-750	737-738	608-626	761-762	758-760	870-874
763-764	976-991	751-757	765-767	768-781	
819-834	1053-1107	807-808	809-812	786-788	
Bryn Mawr	1201-1217	817-818	814-816	797-806	
877-879	1229-1240	835-836	848-858	837-847	
St.L.Pk.	1266-1281	900-910	860-867	875-876	
911-914		994-1049	915-949	880-895	
1143-1144		1124-1142	1050-1052	950-975	
		1193-1200	1256-1259		
		1218-1228	1282-1288		
		1241-1255			

In March, 1914, 1255-1259 were equipped as high-speed suburban cars; in return for the four cars it lost, Snelling got 973-975 from 7th St.

3-17-14: Lake to ~~xx~~ resume operating its own 8 Av-20th Av POs run
by E.S. "for some time"; 832-834 (& 1013) E.S. to Lake.
3-31-14: 763-764, 914 E.S. to Snell,
814-816 Snell. to E.S. (apparently St.L.Park cars involved)
4- 1-14: 746, 748 E.S. to Lake, 751-752 Lake to E.S.
No date, before July 1915: 743-745, 747 E.S. to Lake,
817-818 Lake to E.S.
6-25-14: Lake's 608-626 TO BE RETIRED. So transfer:
848-853, 1282-1287 Snell. to Lake
758-759 Duluth to Lake
1053-1058 Nicollet to Lake
6-27-14, opened Broadway & 20th Ave. No. line, to operate from E.S.
until N.S. opens: No date, 1033-1036 Lake to E.S.;
7-24-14, 1031-1032 Lake to E.S., to stay till N.S. opens.
6-30-14, Duluth's 894 temporary spare DE car for St. Paul while
shuttle running on Prior Ave.

While NORTH SIDE was being built in the summer of 1914, plans for its car assignment were made far ahead of time. "8th Ave." line signs were to be changed to "Chicago" signs, and these signs on North Side rolls were put in 99 cars at Lake St. so all could go in use at once on that line, Sunday morning, August 2: 900-910, 994-1016, 1189-1200, 1223-1228, 1241-1254, (and fast 1391-1413, 1601-1610). Cars for Lake Nokomis-Camden line, also to be transferred, kept their old Lake St. signs until the actual transfer, as N.S. signs did not have "Cedar to Lake" reading for pullings 832-836, 1017-1030, 1037-1042, 1184-1188, 1218-1222, (and fast 1179-1183).

NORTH SIDE OPENED ON Sunday, Oct. 25, 1914. On Saturday night Lake St. trainmen on Chicago and Nokomis lines pulled in to North Side, and these cars went over: 832-836, 900-910, 994-1030, 1037-1043, 1184-1200, 1218-1228, 1241-1254, plus fast cars mentioned above; and 1031-1036 went from East Side to North Side. In late November, 992-993 went to North Side as had been originally planned, the delay being due to their temporary use as double end cars. 1037-1043 were not originally intended to be North Side, and went temporarily only; they returned to Lake St. at unknown date, perhaps in November when N.S. got its 992-993 and new cars intended for N.S., 1708-1712.

Unexplained transfer order, 12-8-14, 1031-1033 Lake to N.S.

7-29-14: Temp. 973-974 Snell. to Dul; for car shortage at Dul; they were returned to Snell., date unknown.
8-12-14: 1059-1060, Nic. to E.S. Temp., for car shortage.
10-14-14: Nic. cars 1059-1060 from E.S. to Snell., and 1061-1064 Nic. to Snell., all Temp.
After new cars 1751-1760 to Snell. in Jan.-Feb. 1915:
2-3-15: Return 1060-1064 Snell. to Nic.
2-6-15: Return 1059 Snell. to Nic.
2-6-15: Transfer 1050-1052 Snell. to Lake.

11-4-14, RICE & STATE runs ended, new WESTERN AVE. line opened Como to Cook, ran as WESTERN & SO. ROBERT; Signs placed in Snelling's 762-767, 809-812, 915-918.

3-26-15, Transfer 758-759 Dul. to Lake.
5-4-15: Chicago Ave. line cut at 29th St. for bridge construction; south end of line ran out of Lake with N.S. crews, N.S. cars 998-1002 (and fast 1179-1181).
About 10-4-15, 1054-1056 transferred Lake to E.S.
12-16-15, 1057-1058 Lake to E.S.
About same time, 1059-1060, Nic. to E.S.;
1229-1230, Nic. to N.S.
(Some car transfers proposed in July, 1915, were not done until Dec.1917

Date unknown (fast) 1178 Snelling to N.S.

JAN. 1, 1916 ASSIGNMENT

EAST SIDE	NICOLLET	NO. SIDE	LAKE ST.	SNELLING	7TH ST.
739-742	737-738	832-836	743-748	761-767	760
749-752	976-991	900-910	753-759	809-812	768-779
Robb-St.L	1061-1107	992-1036	807-808	854-858	780-781--GE57
814-815	1201-1217	1189-1200	848-853	860-867	786-788
816-831	1231-1240	1218-1230	1037-1053	914-949	797-806
Bryn Mawr	1266-1281	1241-1254	1124-1142	973-975	837-847
877-879			1282-1287	1164-1168	875-876
Robb-St.L				1288	880-895
911-913					950-972
1054-1060					
1143-1144					
					OWEN ST.
					870-874

1- 7-16: Temp. 974-975 Snell to Nic, 1052-1053 Lake to Nic.
1-25-16: Temp. 809-812 Snell. to Nic.
3-11-16: Temp. 891 ~~thaxx~~ 7th to Owen St., so shops could paint Owen St. cars; 891 returned to 7th 5-2-16.
4-13-16: 1033-1035 N.S. to E.S. Temp. (3-15-16, E.S. plows # 25 #24 # 29 to N.S. "for balance of season".)
5- 1-16: Cedar Ave. line cut at 29th St. for bridge construction. N.S. cars to Lake to run line south of Lake St: 832-836, 900-902, 1190-1192, 1253-1254. Apparently 1188-1189 replaced 1253-1254 thereafter. 9-11-16, 903-904 N.S. to Lake Temp. 9-21-16, resume through running on Cedar, 832-836, 900-904, 1188-1192 returned Lake to N.S.
July, 1916, 5 E.S. 1700s sold to Anoka and Duluth, so 7-11-16, Temp., Lake's 1052 Nic. to E.S., and ~~1052~~ 1051, 1282-1283 Lake to E.S.

8-8-16: Return 1053 Nic. to Lake; Temp. transfer Snelling's 974-975 and Nic's own 976, Nic. to E.S.
9-19-16: Return 809-812 Nic. to Snell. No date, these cars went Snell. to Lake Temp.
Before Nov. 2, 737-738, 977-979 Nic. to Lake Temp.
6- 2-16, 875-876 from 7th to Snelling, converted to double end, for Randolph. 866-867 transferred Snelling to 7th.
11-7-16, 977, 979 returned Lake to Nic.
11-2-16, 1051-1052, 1282-1283 returned E.S. to Lake.
Nov., new 1700s at E.S. to replace cars sold, so
Return 1033-1035 E.S. to N.S.
Transfer Snelling's 974-975 E.S. to Dul.
Late Nov., early Dec., new 1793-1800 to Lake, so,
11-25-16 Return 978 Lake to Nic.
12-15-16 Return 737-738 Lake to Nic.
and Return 976 E.S. to Nic.
Dec., new 1801-1810 to Duluth, so
12-18-16 Return 974-975 Dul. to Snell.; also
Temp. 1054-1056 E.S. to Nic.
12-19-16 809-810 returned Lake to Snell.

NOTE MPLS. CITY ENGINEER'S REPORT, 1916 valuation, TYPICAL DAY 6 P.M. MARCH 16, 1916, car assignments listed from trip sheets, all Mpls. listed as notes through APRIL 13 show: include 1033-1035 AT E.S.; 809-812, 974-975, 1052-1053 at Nic; rest all like assignment above, except he lists Nic's 737-738 at N.S. --- 606 of 977 cars (62%) needed for Mpls. service; 37 of 60 reserve cars (62%) assigned Mpls. by City engineer.

Date unknown, E.S. 739-741 to Lake Temp.

1-13-17: East Side's 739-741 from Lake to Nic, and Snelling's 811-812 from Lake to Nic.

2-20-17, new cars 1848-1851 to Nic, so 811-812 returned Nic. to Snelling, and East Side's 739-741 transferred Nic. to Lake, where they stayed.

5-22-17 Return 1054-1056 Nic. to E.S.

5-31-17 900-903 NS to E.S. Temp, and 988-991 Nic to Lake Temp.

(Order of 6-4, canceled 6-8, would have sent 988-991 and 1037-1042 Lake to E.S.)

6-19-17 742 E.S. to Lake Temp.

6-18 to 6-28, new 1852-1855 to Nic., so 6-26-17, 983-987 transferred Nic. to E.S., and W.P.-motored 749-751, 817-818 sent from E.S. to Lake for storage.

JULY 19, 1917 ASSIGNMENT. In which all standard building is finished, and company has 1,100 cars and a train:

EAST SIDE	NICOLLET	NO. SIDE	LAKE ST.	SNELLING	7TH ST.
Robb-St.L	737-738	832-836	739-751	761-767	760
752	976-982	904-910	753-759	809-812	768-781
815-816	1061-1107	992-1036	807-808	854-858	786-788
911-913	1201-1217	1189-1200	817-818	860-865	797-806
814	1231-1240	1218-1230	848-853	914-949	837-847
8819-831	1266-1281	1241-1254	*988-991	973-975	866-867
Bryn Mawr			1037-1053	1164-1168	880-895
877-879			1124-1142	1288	950-972
*900-903			1282-1287		
*983-987					
1054-1060					
1143-1144					

*Assignment considered temporary. 900-903 did stay at E.S.

10-4-17: Temp. transfer 819-831 (MP cars) E.S. to Lake.

11-26-17: Snelling cars put in storage at Lake till needed: 761-767, 809-811

1- 3-18: 983-987 returned E.S. to Nic.

12-20-17: Among 6 cars rented to Duluth, Minn., were 988-991, Nicollet cars temporarily at Lake St.

Unknown, 984 Nic(?) to Snell.

1-9-18 937 and 984 Snell to Dul Temp.

1-25-18 Called recent, 761-764 and 766 Lake to 7th; must also be 765.

Back at Snell by 9-10-18, cars stored at Lake, 767, 809-811.

2- 4-18 992-996 N.S. to 7th Temp.

2-16-18 1225-1230 N.S. to 7th Temp.
837-842 7th to N.S. Temp. (improve equipment at 7th?)

2-26-18 760-766 7th to Snell Temp,
843-847, 866-867 7th to Nic. Temp.;
1061-1067 Nic to 7th, plus 3 fast cars.

3-20-18 780, 960, 970 7th to Snell; 1004, 1222 N.S. to E.S.

3-28-18 743, 819, 829 returned Nic. to L.S. (must have been borrowed from storage).

4-23-18 753-759, 807-808, 848-850 Lake to Nic., all returned 4-29.

4-23-18 834, 836, 838, 905-908, 910 N.S. to Nic., returned 4-29.

7- 1-18: Nic. to Lake for storage: 737-738, 843-847, 866-867;
ditto July 2, 976-981
SOLD TO TACOMA 7-10-18: 817-831, WP cars, which were all at Lake, probably all in storage.
SOLD TO TACOMA later 1918: 766-767 from Snell; 776 778 787 from7th St.
SOLD TO SEATTLE 10-1-18: 763, 765, 810-812 from Snelling;
807-808 from Lake; 768-775, 777 779, 786, 788, 797-799,
803-805 from 7th.

These sales apparently picked first from Lake St. storage, then Snelling, then 7th. Further notes:

No date, 880~~2~~-895 7th to Snell, 10-2-18, 880-895 Snell to Lake for storage.
10-20-18: SOLD TO DULUTH: Nicollet's 1202 1204 1212 1231 1232 1234.
12-11-18: 979 Lake to E S. Temp.
12-12-18: 832-835, 840, 905 N.S. to Lake Temp.
9-25-18: 7TH ST. STATION name changed to DULUTH AVE. STATION.
PAY ENTER SYSTEM being adopted 1918-1919 caused many car transfers.
Following 1918 changes assumed made to agree with 1919 license list:
761-762,764, and Dul's 760, 780 remain Snelling, stored in 1919.
809 remains Snelling, stored in 1919.
854-858, 860-865 remain Snelling, stored in 1919.
984 returned Dul. to Snell.
982-983, 985-987 transferred Nic. to Snell.
960, 970 returned Snell. to Dul.
914-928, 932 remain at Snelling.
929-931, 933-936, (937 on record),938-940 Snell to Dul
1124-1133 Lake to Dul (All these to put short cars in storage?)
893-894 returned from Lake storage to Dul.
950-956 Dul. to Snell.
1098-1107 Nic. to Snell.
1218-1220 N.S. to Snell. (replacing old cars and sold cars?)
1221, 1223-1224 N.S. to Dul.
1269-1281 Nic. to Snell.
1282-1287 ~~Nic. to Snell~~.Lake to Snell.
Duluth's 781, 800-802, 806 stored in 1919.

2-24-19 892? Dul or Lake to Owen Temp.
4- 4-19: Recommend (and did) equip 1079-1084 for Inter Campus; they were Nic cars, but 1080, 1082 were at E.S., other 4 cars "at Nic. or Snell."
4-29-19: For temporary car shortage at Dul, no licenses bought, 780, 800 later to be stored at Lake; 809, 855 to be stored at Nic; 914, 919, to return as regular E.S. cars.
Licenses bought for 891-892 to be regular Dul. cars again.
Assumed done by 6-25-19:
983 and 986 Snell to E.S.
1070-1076, 1078 Nic. to E.S.
1098, 1100-1101, 1106 Snell to Nic.
1085-1087 Nic. to Lake
1269, 1276-1277, 1280 Snell to Nic. (also fast cars transferred a good deal during this period).

ORDER OF 6-25-19, cars to be transferred, some licenses to be switched:
974, 975, 982 Snell. to L.S.
984 Snell. to N.S.
983 E.S. to N.S.
986 returned E.S. to Snell.
1062-1063 Dul. to N.S.
1064-1067 Dul. to NIc.
1070-1076, 1078 E.S. to Lake.
1098, 1100-1101, 1106 Nic. to N.S.
1099, 1102-1105, 1107 Snell. to N.S.
1055-1057, 1059-1060 E.S to Nic.
1085-1087 returned Lake to Nic.
1269, 1276-1277, 1280 returned Nic. to Snell.

9-15-19 Transfer 885-891 to Dul. from Lake storage, licenses ordered.

9-24-19 940 Dul to Snell Temp.

10-2-19: About licenses wanted for 3 cars in St. Paul, it was said
912 and 915 belonged to E.S., 861 is assigned to Nic. storage
"and should not be in St. Paul."

10-28-19: ASSIGNMENT OF STORAGE CARS WHEN THEY GO IN SERVICE FOR WINTEF
780-781, 800-802, 806, 814-816, 849 to Nic.
753-762 to N.S.
751-752, 764, 809, 854-858 to Lake.
737-750, 860-865, 877-884 to Snell.
Storage apparently at Lake & Nic, some at Lake had gone to Ni
Note storage lists included E.S. SLP cars 752, 815-816; also
814, and Bryn Mawr cars 877-879; Lake's 737-751, 753-759, 849.
Not mentioned, 895, this was still at Lake later.

12-11-19: 865 Nic to E.S. (from storage intended for Snell?),
also 980 (which was at Lake in 1918).

1918-1919 CHANGES TO MAKE LISTS AGREE WITH 12-23-19 ROSTER:
737-745, 750 remain at Lake, don't go to Snell.
755, 758-759 remain at Lake, not N.S.
800, 849 at Lake, not Nic. (above all still in storage?)
832-835 (NS to Lake Temp in 1918) are at NS; 836 still NS.
Of 837-842 Temp Dul toNS in 1918, 840 later to Lake; 837
remains NS, 838-842 are at Nic.
843-844, 846 are at Nic (were Lake 1918)
845, 847-853 remain at Lake; ditto 856, 858 which were storec
854-855, 857 go to Dul (were to have been Lake after storage)
861-864 OK at Snelling (after storage)
860, 865 at ES (were to be Snell after storage); 865 went
to ES from Nic on 12-11-19.
877-879, 881, 884 at Snell (after storage)
880, 882-883 still at Lake (not sent to Snell); 895 still Lak
892 OK at Dul (Temp. at Owen in 1919)
904-910 OK at NS (~~was~~ 905 was Temp at Lake 1918)
ES has 914-919, ex-Snell, several had been noted running in
St. Paul without licenses in 1919.
Nic. has Snell's 920-928.
Lake has Snell's 932, Dul's 957.
Dul's 940 still at Snell.
974-975 Snell to Lake, ditto 982; 979 was Temp ES, back at
Lake; 976-978, 981 remain OK at Lake.
980 at ES (from Nic 12-11-19); 983-984 OK at NS
985-987 OK at Snell
ES has 1004 (from NS 1918), also NS's 1005-1014.
NIC has 1015-1022 from NS. ES has Lake's 1050.
NIC has 1054-1060 from E.S. 1061 OK at Dul. (CONTINUED)

1919 CHANGES CONTINUED:
1062-1063 OK at NS (from Dul 1919)
1064-1067 OK at NIC (from Dul 1919); Nic's own 1068-1069 OK.
ES has 1072 back from Lake. Lake keeps ES's 1070-1071,
1073-1076, 1078; and 1077, last listed Nic in 1917.
1079-1084 at ES (for Campus in 1919).
1085-1087 back at Nic from Lake; 1088-1097 OK at Nic.
1098-1107 OK at ~~Nic~~ NS, received in 1919.
1134-1142 OK at Lake.
1222 still at ES, came from NS in 1918.
Fast cars also very mixed up, during new PAY ENTER period.

DEC. 23, 1919 CAR LOCATIONS.

EAST SIDE	NICOLLET	NO. SIDE	LAKE ST.	SNELLING	DULUTH
860	780-781	753-754	737-745	746-749	854-855
865	801-802	756-757	750-751	861-864	857
900-903	806	760-762	752	877-879	885-894
911-919	814-816	832-837	755	881	929-931
980	838-844	904-910	758-759	884	933-939
1004-1014	846	983-984	764	940-956	958-972
1050	920-928	997-1003	800	973	992-996
1072	1015-1022	1023-1036	~~8~~809	985-987	1061
Campus	1054-1060	1062-1063	845	1164-1168	1124-1133
1079-1084	1064-1069	1098-1107	847-853	1218-1220	1221
1143-1144	1085-1097	1189-1200	856	1269-1288	1223-1230
1222	1201	1241-1254	858		
	1203		866-867		
	1205-1211		880		OWEN ST.
	1213-1217		882-883		870-874
	1233		895		
	1235-1240		932		
	1266-1268		957		
			974-979		
			981-982		
			1037-1049		
			1051-1053		
			1070-1071		
			1073-1078		
			1134-1142		

3-9-20: Snell to Dul Temp: 884, 944, 949, 952, 956.
3-12-20: Snell to Dul: 742, 878, 881, 948, 1275.
and Snell to Lake: 942,945,951,954,973,986,1218; and 1273,
1280 1288 soon back to Snell.
4-12-20 936 Lake to Dul; 941, 950 Snell to NS; 862 863 985 Snell to E
746 943 953 955 Snell to Dul.
4-19-20 860 returned Nic to ES (no date for original ES to Nic)
4-21-20 755, 758-759 Lake "back to" NS; 1038-1039, 1041, 1043 Lake to
NS; 1052, 1072, 1076 Lake to Nic.
APRIL 1920 M/M work records list 755 905 907 OK at NS, Lake's 851
and Nic's 923 at NS. No records for last two cars.

CHANGES BELIEVED MADE 12-23-19 to 4-15-20:
737-745, 750 Lake to Snell; 860, 865 ES to Snell (but see 860 Nic to ES on 4-19); 800 Lake to Nic; 845, 848-849 Lake to Nic; 854-855, 857 Dul to Lake; 880, 882-883 Lake to Snell; 929-931, 933 Dul to Nic; 934-935 Dul to NS; 936 Dul to Lake; 940 Snell to Dul; 957 Lake to Dul; 980 ES to Lake; 1001, 1003 NS to Dul; 1037 Lake to Dul; 1050, 1072 ES to Lake; 1089-1090, 1092, 1095 Nic to Dul; 1218, 1273, 1280, 1288 Snell to Lake according to 4-15 permanent list; 1275 at Dul temp. till August; 1286 Snell to Nic.

NIC'S 847 CONVERTED TO DE ABOUT JULY 1920.

SOLD TO WINNIPEG 7-1-20: NS 832-837, NIC 838-841.
Nic's 842 went to NS, 848 to Lake; Lake 851-852 had gone to ES; these and Nic's 844-846, 848-849, and Lake's 850, 853 sold to WINNIPEG 8-15-20.

8-4-20: Returned to Snell from SHOPS: 742 746 943 952 955(were Temp. Dul), 942 (was Temp. Lake) and 947. Also return to Snell: 860 862 863 from ES, 881 884 from Dul; and 877 879 882 (didn't know these last 3 and 947 were gone). This order partly void, as previous week cars as follows went from Dul to Mpls Stations where on 9-6-20 they are: 862 877 879 to Nic, 882 884 to NS.

8-11-20 Return Dul to Snell: 944 945 949 953 954 956 973 1275
(945 951 973 had first gone Temp. to Lake).

JULY M/M WORK RECORD HAS: NS OK: 758 907 910 997; 842 from Nic later to Winnipeg; 921 Nic to NS, stayed; 923 still at NS from Nic, later went to Lake; 935 OK from Dul, later went to Lake; 760 OK.
AUG. still lists 842; 901 910 921 984 1063 OK; and 956 from Snelling, which stayed NS.
SEPT. still has 923, 910 921 935 1002. Many of these numbers repeated several times monthly; perhaps many cars stored at NS. 759 OK.

CHANGES TO SEPT. 6, 1920:
737 Snell to ES to Lake; 750 Snell to Nic; 753-754, 755-756 NS to Lake; 815 Nic to ES, this and many others prob to Lake for storage, missing from 9-6 list; assumed to Lake if missing, though many cars also at "shops"; 856 Lake to Nic; 862 traced Snell to ES to Dul to Nic, who marked it "from Lake"; 864 Snell to Lake? returned to Snell; 861 ditto; 877 and 879 Snell to Dul to Nic; 878 Snell toDul to Snell; 880 Snell to ES to Snell; 881 Snell to Dul to Snell; 882 884 Snell to Dul to NS; 900 903 ES to Lake?; 901 ES to NS, on July M/M record; 904, 906-908,910 NS to Lake; 911 915 ES to LS; 914 917-918 ES to Lake; 920-921 Nic to NS 920 NS to Lake; 923 Nic to NS to Lake; 932 Lake to Nic; 935 NS to Lake; 936 Lake to ES to Lake?; 937 Dul to Lake; 941-955 all back at Snell; 957 Dul to Lake; 980 Lake to ES; 983 NS to Lake?; 985 Snell to ES to Snell; 986 Snell to Lake to Snell; 1000 NS to Lake?; 1006-1009, 1014 ES to Lake?; 1018, 1021 Nic to Lake; 987 Snell to Lake to Snell; 1023-1024, 1029, 1035 NS to Lake?; 1038, 1041 Lake to NS to Lake to ES to Lake?; 1039 Lake to NS to Lake to ES; 1043 Lake to NS; 1052 Lake to Nic to Lake; 1047 Lake to Dul; 1050 Lake to NS; 1064 Nic to Lak 1072,1076 Lake to Nic to Lake?; 1077 Lake to Nic;1079 ES to Lake?; 1100 NS to Lake; 1101,1103,1105,1107,1197-1199 NS to Lake?;1207-1211 NIC to Lake?; 1241 1243 1251 NS to Lake? 1250 NS to Lake; 1275 Snell to NS to Snell; 1273 1280 Lake to Snell.

SEPT. 6, 1920 CAR LOCATIONS

EAST SIDE

912-913
916
919
980
1004-1005
1011-1013
1039

Campus
1080-1084

1143-1144

1222

Shops
1010

"MISSING CARS"-AT LAKE?
764
815
858
866
895
900
903-904
906
908
911
914-915
920
936
978-979
981-983
1000
1006-1009
1014
1023-1024
1029
1035
1038
1041-1042
1044
1046
1049
1053
1064
1070
1075-1076

NICOLLET

750
780-781
800-802
806
814
816
856
862
877
879
922
925-933
1017
1019-1020
1022
1054
1056-1060
1066-1069
1077
1085-1088
1091
1093-1094
1097
1201
1203
1205-1206
1213-1217
1233
1235-1240
1266-1268
1286

In shops
843
924
1015-1016
1055
1065
1096
1206
1216
1233
1266

NO. SIDE

&&
757-759
760-761
882
884
901
905
909
921
934
956
984
997-999
1002
1025-1026
1028
1030-1033
1043
1050
1063
1098-1099
1102
1189-1196
1200
1242
1244-1249
1252-1254

In shops
1189
1254
762
1027
1034
1036
1062
1104

LAKE ST.

737
752
753-756
809
855
910
867
902
917-918
923
935
937
957
932??
974
976-977
1051
1073
1134-1142
1218

In shops
751
854
857
975
1040
1045
1048
1052
1071-1072
1074

"MISSING" LIST CONT.
1078-1079
1100-1101
1103
1105-1107
1197-1199
1207
1209
1211
1241
1243
1250-1251

SNELLING

738-749
860-861
863-865
878
880-881
883
941-955
973
985-987
1164-1168
1219-1220

DULUTH

885
890
892
894
938
958
962-964
967-968
992
994-996
1001
1003
1047
1089-1090
1095
1124-1133
1221
1223-1230

In shops
886-889
891
893
939-940
959-961
965-966
969-972
993
1037
1061
1092
1133

In 1920, 952 became trailer 1590A; in 1921, WP cars 737-751, and 752-761, were converted to trailers 200-224; and in 1922, 762 became a Supply Car. The locations of the cars continued to be very mixed up, as has been shown, and we may skip over the years when the most cars were being made front exit, and go to the orderly assignment of 1923.

By then many slow cars had got put on special jobs as shown, while others on heavier lines ran mostly in the rush hours, though not only so.

MAY 30, 1923 ASSIGNMENT

EAST SIDE	NICOLLET	NO. SIDE	LAKE ST.	SNELLING	DULUTH.
806	780-781	880-888	764	860-865	889-895
809	800-802	922-930	854-858	877-879	944-945
900-912	814-816	1020-1031	866-867	947-951	955-975
Bryn Mawr	843	Robb.	931-943	953-954	992- 999
985-991	913-921	1032-1035	976-984	West-Jack	1086-1099
Campus	1000-1019	1036-1038	1039-1059	1124-1133	
1189-1194	1060-1069	1079-1085	1070-1078	1218-1230	
1195-1201	1208-1211	1100-1107	1134-1144	1277-1288	
1203	1233	1242-1254	1213-1217		OWEN ST.
1205-1207	1235-1241				870-874
	1266-1276				946

In the following years, 800s and 900s were often stored during the summers, and when needed, were shifted temporarily from station to station.

Oct. 29, 1923 order said that on account of insurance, "standard or valuable cars" and snow plows were not to be put in the car storage shed at Snelling: 600s, 700s, 800s were O.K.

These went in the storage shed 3-24-24, with more to go in when room was made for them: 863 947 948 951 953 954.

Early in 1925, 936-942 went from Lake to Duluth; 937 and 942 returned by fall, 936 returned by Jan. 1927.

5-9-25: 871-874 were transferred from Owen St. Station to Snelling Station. These had not had St. Paul licenses, and apparently just went into the storage shed. (Owen St. kept 870, 946, a fast car, and the four brand new pups.)

STORAGE SHED FIRE, 8-17-25: These cars were destroyed: 612, 624, 625, 626 (long retired from service); 871-874; 860-865, 877, 879, 947, 951, all assigned to Snelling, as well as Private Car, Horse Car Relic, two supply cars, work car 15.) Apparently since 1923, 948 953 954 had been removed from shed.

9-29-25, Nicollet 900s were going through shops, and shops wondered if some should be transferred to Snelling to replace burned cars. An order soon followed:

10-2-25: Transfer, Nic to Snell: 800-802, 814-816, 843, 913-915, Perhaps 843 was soon in use as "Cleaner's Car" at Snelling. Same date, return cars to own stations after temporary uses not on record: 931 NS to Lake, 907, 911 Lake to ES, 908 NS to ES, 949 NS to Snell, 781, 920-921 NS to Nic. (M/M records list 920 921 931 at NS in Aug. 1924, 949 there by July 1925, 781 and 908 there in Aug. 1925).

Lake to NS 10-2-25, 854-855, 857. BY ASSIGNMENT OF 10-7-25, Lake's 856 and 858 are also at NS, & Lake's 866-867 are at Snelling.

10-30-25, Nic's 1068-1069 sent to Dul, got licenses from train 2000-2001 which went from Snell to Nic.(1525,1537 Dul to Snell return).

12-5-25, 1286-1288 transferred Snelling to East Side.
1-25-26, 1060-1063 Nic to Lake, in exchange for two trains.
1-30-26, 801, 802, 949 were ordered "back to Snell Sta." M/M records for Jan. show 802 and 949 at North Side.
2- 5-26, 814-816 ordered back to Snell. from Lake, don't know then they had gone there.
3-30-26 Note, 885 on Broadway line. All N.S. 800s in very regular rush hour service.

Prior to Oct., 1925, 1185-1188 went from N.S. to E.S.; 1185-1192 became Campus cars then, usually GE216, sometimes GE70.

Duluth's 889 was Fair Grounds office car in 1926.

New assignment dated 10-26-26, shows 916-921 had gone from Nic to Lake, 955-960 Dul to Snell, 946 Owen to Duluth.

Jan. 1927 M/M record has Lake's 932 at NS.

11-18-27: Temp Nic to NS, 1002 1006 1011 1016 1018 1065.
11-21-27: Temp Lake to NS, 931-935. In following winter M/M records, Lake's 918 also appears at NS. All these cars apparently returned in spring except 931-935.

In December, 1928, when the 64 new front-exit electric heat cars were built (of which many had been old slow GE70 cars), there was a great shifting about of cars. Chiefly it affected the front exits. North Side got an increased number of front exits, and ~~slow~~ transferred their slow 1242-1253, rather good cars which they had often used on runs, to Nicollet.

NS got 937 and 942 from Lake, 938-941, 943-946 from Duluth. ES got 976-984 from Lake, 992-997 from Duluth. Duluth sent 998-999 to Owen St. North Side gave 1038 to Lake.

Some other cars were transferred into storage: 806, 809, 900-912 ES to Lake; 870 Owen to Duluth; 914-915 Snell. to Lake. After Dec. 15, Duluth was to store its 892, Lake its 914-921, NS its 922-936, but very likely the 900s were not stored, or if some were, they were quite mixed. Many continue to appear in work records. 800s are all apparently stored.

C/R record at NS has Dul's 1097 in Oct., 1087 in Dec.

DEC. 31, 1928 ASSIGNMENT ** "s" for storage **

EAST SIDE	NICOLLET	NO. SIDE	LAKE ST.	SNELLING	DULUTH
976-984	780-781s	854-858s	764 s	800-802s	870 s
Bryn Mawr	1000-1019	880-888s	806 s	814-816s	889-895s
985-991	1064-1067	922-936s	809 s	843 cc s	961-975
992-997	1208-1211	937-946	900-912 s	866-867s	1068-1069
Campus &	1233	1020-1037	914-921 s	878 s	1086-1099
St. L.Pk.	1235-1253	1079-1085	1038-1063	913 s	
1185-1192		1100-1107	1070-1078	948-950	
1193-1201		1180-1184	1134-1144	953-960	OWEN ST.
1203			1213-1217	West-Jack	998-999
1205-1207				1124-1133	
				1164-1179	
				1218-1230	

INCLUDED in my list here, and throughout the rest of this section, are all remaining standard cars (except suburbans and DEs); some of the 1100s have GE 216 motors.

In general, 700s and 800s were not licensed or maintained from 1929 on. Perhaps to avoid using 800s, some other cars were transferred about: M/M and C/R records at NS show ES 980 there in Jan. 1929, while 976 shows up by March 1930; ES did permanently transfer 976-980. Also in work records ~~are~~ that winter (1929 early) are Nic's 1008, ES's 983, 993, Dul's 973, all at NS; Snelling's 913, Lake's 912; and according to more official records, Lake also sent 910-911 to NS. Through March 1930, these NS 900s show in work records, though some were supposed to be stored: 922 924 926 929 930 931 934 935 936 938 939 943 944 945 946. Nicollet's 1004 shows in NS work record in March 1930.

2-12-29: Transfer 906-909 to Duluth (from Lake storage?)

11-13-29, 1183 at N.S. mentioned as one of ten cars used on Robbinsdale. 12-2-29, Temp transfer 1188-1192 ES to NS. Through all of 1930, 1180-1184 and 1188-1192 were regular Robb. cars. Later five from ES could have replaced 1032-1037. About June 1, 1930, GE216 Robbs 1183, 1188, 1190-1192 got windshield wipers and one-piece front sash.

JULY 2, 1930. STORAGE CARS LISTED. All could be run within a few hours, just needed inspection, cleaning and oiling. Some cars had been moved about as noted:
AT EAST SIDE, 981-985, 992-997, 1193-1197 all used next winter.
AT NICOLLET, 781; 886-888 from NS; 910-912 ex-Lake used by NS; 913 ex-Snell used by NS; 1000-1019, 1064-1067. The 1000s ran next winter.
AT NORTH SIDE: 854-858, 880-883, 923-946; 976-980 ex-ES; 1079-1085 (to adjust this to some of my oldest memories, 1079 must have been running when 1080-1085 were not; also I remember it later being joined by 1078, which is a Lake St. car, no NS service on record.) ~~NEXT WINTER~~
AT LAKE: 764, 806, 809; 884-885 ex-NS; 914-921; 1040, 1042, 1046-1048, 1050, 1052, 1054, 1062, 1070-1074, 1077-1078, 1134-1135, 1137-1138, 1144.
AT SNELLING: 780 ex-Nic; 800-802, 814-816, 866-867, 843 cleaner's car, 878; 891 from Dul; 900-905 ex-Lake; 953-958, 1164-1179, 1218-1230.
DULUTH STORED 870, 889-890, 892-895, 906-909; 948-950 ex-Snell; 959-960 ex-Snell; 961-962. Leaves some 900s in service at Duluth.

NORTH SIDE'S 922 had gone to Lake St., presumably in service. North Side was supposed to have used its 900s again the following winter, but my M/M records are not of a type of run which show any. Likely most 1000s and higher cars got back into service the winter of 1930-1931. Snelling was supposed to have used cars above 953 again; Duluth cars from 948 up; Lake 916 up.

12-9-30: 1035-1037, 1079-1083 NS to Snell; (instead of 1077-1084 on original plan, only hint of 1078 ever at NS); 1084, 1182, 1184 to ES from NS (1084 chosen to replace 1183, latter reg. on Robb.); 1085, 1180-1181 NS to Dul.

12-16-30: Transfer 923-927, NS to Snell.
March 1931 note said that Snelling storage cars 926, 1035, 1036, 1079, 1080, 1082, 1083 had been out once during the winter.

Apparent transfer, 1189 NS to ES; if it ever actually came. No M/M record

SNELLING'S 1230, highest standard there, made Double-end 9-10-31.

With light lines like Broadway going one-man, the old standards were losing the lines where they had hung on as base cars.

DEC. 31, 1932 CAR LOCATIONS. Station foreman had ceased listing the oldest storage cars. List below presumably available for service, though likely the 900s and many 1000s may not have turned a wheel all winter:

EAST SIDE	NICOLLET	NO. SIDE	LAKE ST.	SNELLING	DULUTH
981-997	1000-1019	928-946	916-922	923-927	948-950
1084	1064-1067	976-980	1038-1063	953-958	959-975
1182	1208-1211	1020-1034	1070-1078	1035-1037	1068-1069
1184-1187	1233	1100-1107	1134-1144	1079-1083	1085-1099
1189	1235-1253	Robb.	1213-1217	West-Jack	1180-1181
1193-1201		1183		1124-1133	
1203		1188		1164-1179	
1205-1207		1190-1192		1218-1229	

The Robbinsdale cars got air-operated gongs in 1931, but by July 1932, Robb was all one-man, and these cars became Chicago pullout cars only.

To make Western & Jackson one-man in Sept. 1932, some of that line's narrow cars with off center bodies were rebuilt to one-man: 1129 as double end, and 1124-1128, 1131. It was perhaps when those went in for rebuilding that 1134-1139 were transferred from Lake to Duluth.

Duluth, with a capacity of 131 cars, now actually had 161, so in the fall they sent 870, 889-890, 892-895, 906-908 to Lake for storage.

In August Owen St. Station closed. 998-999 went to Snelling.

LATE 1932. 1060-1063 went from Lake to North Side. Storage cars dropped off official assignment were Lake's 916-922; Snelling's 923-927, 953; Duluth's 948-950; North Side's 928-946 (which later show up stored at scattered stations.)

When one-man Jackson service started, it was transferred from ~~Duluth~~ Snelling to Duluth, which also got 1130, 1132-1133 from Snell, 1134-1139 from Lake. In 1932 or 1933, storage cars 934-936, 938-939, 944 went from NS to Lake. In Nov., 1933 storage car 1006 burned at Nic and was dismantled.

In 1933, a recommendation to transfer 1132-1139 to NS was turned down because they were licensed. When the shops pointed out Duluth needed less cars, the Superintendent insisted they go back to Duluth (from shops) because they belonged to Duluth.

With more and more one-man service, few lines could use the old cars very much, even in rush hours. The Chicago line had plenty of short rush hour pullouts. Also note many old standards used only because cars removed from service to be rebuilt one-man. In August, 1933, 1218-1225 went from Snelling to NS, and in December NS got 1211 1235 1238 1240 1242 1243 from Nicollet.

1-1-34 STORAGE. Probably remained at these stations till sold for scrap. 95 such, up to 960, sold in the summer of 1934.

EAST SIDE: 981-997, 1084.
NICOLLET: 781, 886-888, 910-913, 1000-1005, 1007-1019, 1064-1067.
NORTH SIDE: 854-858, 880-883, 928-933, 937, 940-943, 945-946, 976-980, 1020-1034, 1100-1107, 1060-1063.
LAKE ST: 764, 806, 809, 870, 884-885, 889-890, 892-895, 906-908, 914-922, 934-936, 938-939, 944, 1038-1059, 1070-1078.
SNELLING: 780, 800-802, 814-816, 843, 866-867, 878, 891, 900-905, 923-927, 953-958, 998-999, 1035-1037, 1079-1083, 1164(sh), 1165.
DULUTH: 909, 948-950, 959-975, 1068-1069, 1085-1099, 1130.

JAN. 1, 1934 CAR LOCATIONS-Cars Maintained. "sh" for at shops.
EAST SIDE: 1182, 1184-1187, 1189, 1193-1201, 1203, 1205-1207.
NICOLLET: 1208-1210, 1233, 1236-1237, 1239, 1241, 1244-1253.
NORTH SIDE: 1183, 1188(sh), 1190-1192, 1211, 1218-1225, 1235, 1238, 1240, 1242-1243.
(In summer '34 I found 12 running: five 1100s, 1218-1224; rest used following winter.)
LAKE ST: 1140-1143, 1144(sh)(did return), 1213-1215, 1216(sh), 1217
SNELLING: 1166-1179, 1226-1229.
DULUTH: 1132-1133(sh), 1134, 1135-1137(sh), 1138-1139, 1180-1181.

During 1934, 1132-1136, 1139, 1180-1181 went from Duluthtto Snell. Some may never have returned to Dul from shops. Duluth kept 1137-1138 till end of Jackson line, in case several narrow 1-mans crippled at once

12-22-34 ASSIGNMENT: STORAGE
EAST SIDE: 981-997, 1084. NIC: 1000-1005, 1007-1019, 1064-1067.
LAKE ST: 1038-1059, 1070-1078. DULUTH: 961-975,1068-1069, 1085-1099.
NORTH SIDE: 976-980, 1020-1034, 1060-1063, 1100-1107.
SNELLING: 998-999, 1035-1037, 1079-1083, 1130.

12-22-34 ASSIGNMENT: MAINTAINED
EAST SIDE: 1182,1184-1187, 1189, 1193-1201, 1203, 1205-1207.
NICOLLET: 1208-1210, 1233, 1236-1237, 1239, 1241, 1244-1253.
NORTH SIDE: 1183, 1188, 1190-1192, 1211, 1218-1225, 1235, 1238, 1240, 1242-1243.
LAKE ST: 1140-1144, 1213-1217.
SNELLING: 1132-1136, 1139, 1166-1181, 1226-1229.
DULUTH: 1137-1138.

1935 CHANGES. Increased winter service needed again. 1-24-35, transfer 1169-1172 Dul to NS; perhaps had gone temporarily to Dul and couldn't be used much there; 1173, Dul to Snell. Also 1130, 1132-1134, 1139, 1180-1181 Snelling to Nicollet. 1-30-35, 1193-1196 ES to Lake. Perhaps about this time, 1233 went from Nic to NS; 1235, 1238, 1240, 1242, 1243 NS to Duluth.

In the summer and fall, 31 old cars from 1219-1253 were rebuilt to one-man. When deprived of such cars, NS got 1167-1168 and 1173 from Snelling; Nic got 1174-1179 from Snell. Lake's 1213-1214 went to ES, and 1216 to NS.

Storage cars moved to Snell 1935: 1007-1009, 1011, 1013-1019, 1134, 1139 from Nic; 1022, 1028 from NS; 1164-1166 from Dul, it said.

1936. 1164-1165 again listed maintained. Stored were 1132-1136, 1139-1144. Not maintained, said one list, were 1169, 1172, 1193-1201, 1203, 1205, 1215, 1217, 1218. Only old cars licensed for St. Paul in 1936 were 1137-1138, 1164, 1166. However, some of these not posted with air tank certificates were actually fixed up later. I saw 1218 on football special run by Lake (in fall of 1935?)

1-27-36, NS to Nic: 1167, 1168, 1170; Nic to Lake, 2-1-36, 1167-1168 (said orders). 1167 must have returned to NS. My certain recollections of last old cars used at North Side the winter of 1935-1936 are of these: 1167, 1173, 1183, 1188, 1190-1192, 1211, 1216.

The next winter, no more old cars ran. There were rebuildings and scrappings. But one old standard was kept, as Fair Grounds money car, till 1952, the very last of the old ones: 1136.

3-3-36.

Mr. Rumsey:-

See notice in reference to cars 801, 803 and 949. Please be sure sign changes have been taken care of and these cars have been put on the Snelling list.

Copy:-
M.R.R.
Mrs. Templeton.✓

W J Smith
Master Mechanic.

“FAST” CARS

PART II. THE STANDARDS: FAST CARS.

Probably all cars built through 1907, that is up to and including 1290, had slow 38 and 40-h.p. GE67 and GE70 motors (except suburban cars), though faster motors may have been tested that year. From 1908 and on, new cars 1291-1855 were equipped with 50-h.p. GE213, 216, 203, and finally lightweight 40-h.p. GE200 motors. These cars in the early years were termed "fast cars" and for several years were rated as "Interurban" cars, as they were put on the four inter-city lines before any other lines got them.

It should be remembered that cars 1164-1195, with GE216 motors at least from 1909 on, were generally used in light service because of their heavy trucks and bodies; that is, they either ran on ~~lgt~~ light lines, or were used as pullout cars on the heavy lines.

Some of these cars sometimes got GE70 motors (see equipment notes).

NOV. 16, 1909 ASSIGNMENT

SNELLING: FOUR INTERURBAN LINES:
1164-1195
1288-1359
EAST SIDE: OAK-HARRIET, M'HAHA FALLS (LOCALS), etc:
1360-1379

NEW CARS: 1910

1380-1390, to East Side; Jan. 1 to Feb. 18.
1391-1415 to Snelling; Feb. 23 to May 16.
1416-1420 to 7th St, to run as Stillwater extras: May 18-June 6.

INTERURBAN LINES TRANSFERRED, Monday, June 27, 1910.

The Como-Harriet Interurban was transferred from Snelling to East Side, with 20 fast cars, 1321-1340.

The Selby-Lake Interurban was transferred from Snelling to 31st St., with 30 fast cars, 1355-1359, 1391-1415.

NEW CARS: **1421-1424 to 7th St. for Stillwater extras.** (Note; may have been at Snelling; but were definitely for Stillwater).

TRANSFERS, AUTUMN, 1910, when 1400s were no longer needed on Stillwater: 1416-1420 from 7th St. to 31st St., in exchange for 1355-1359 from 31st St. to Snelling, so that all the 31st St. Interurbans were new GE216 cars; and 1421-1424 from 7th St. to Snelling.

OPENING NEW LAKE ST. STATION, NOV. 5, 1910:

See slow cars received. Got fast 1360-1364 from East Side, probably for Minnehaha Falls (locals transferred E.S. to Lake); got 1391-1420 with Selby-Lake Interurban from 31st St; got the Snelling-Minnehaha Interurban line from Snelling, with fast cars 1179-1195 and some slows.

NEW CARS, 1910:

All still for Interurban services:
1425-1438 to Snelling, Nov. 4-Nov. 28.
1439-1443 to Lake St., Nov. 30-Dec. 5.
1444-1449 to East Side, all Dec. 10.

TRANSFERRED Jan. 9, 1911: 1360-1364, Lake to East Side, thus grouping GE213 cars toghether again; 1444-1449, E.S. to Lake St., making Lake's Interurbans all GE216.

JAN. 28, 1911 ASSIGNMENT

EAST SIDE	LAKE ST.	SNELLING
1321-1340	1179-1195	1164-1178
1360-1390	1391-1420	1288-1320
	1439-1449	1341-1359
Como Int.		1421-1438
	M'haha Int.	
	Selby Int.	Univ. Int.

NEW CARS, 1911:

1450 to Lake St., Jan. 17; this had the experimental front exit with sliding door and folding steps. Mostly used on Minnehaha until the front exit was removed.
1451-1465 to Lake St., Jan. 21 to Feb. 4.
1466-1475 to East Side, Jan. 28 to Feb. 14.
1476-1485 to Nicollet, Feb. 14-Feb. 18.

Now at last the Interurban routes had enough of the fast cars, and some could be assigned for other lines.

A general rule to remember is that unimportant lines, such as Broadway Crosstown, which had slow cars on weekdays, got these fast cars, and later front exits, on Sundays or whenever they could be spared from the more important lines.

While the shops were building new groups of cars, the Superintendent would send them orders as to where the cars should go when ready. The CHIEF RULE to remember on assignment of the fast standards is that, with few exceptions, they stayed at the station that they first went to until their rebuilding to front exits. So a fascinating game might be played: we are building 50 new cars; what lines should we put new cars on now? --and then the cars would stay on those lines for many years.

LICENSES. In May, 1911, St. Paul licenses were ordered for 1450-1475, so enough cars were licensed for 5-minute service on Como-Harriet and the Snelling-Minnehaha Interurban:

East Side licensed: 1360-1390, 1466-1475
Lake St. licensed: 1179-1195, 1391-1420, 1450-1465.

In these earlier years, every car running to St. Paul had to have a St. Paul license. It should be remembered that the licensing requirements influenced transfers of cars a great deal.

On July 1, 1911, the four newest cars, Nicollet's 1482-1485, were removed from service and sold to Duluth, Minn.

1911 Stillwater summer cars. Snelling Station was to furnish followers on Sundays and holidays. For this they used 1421-1424, which had flag brackets from 1910; 1425-1429, equipped with brackets from Lake St's 1416-1420; and 1430-1435, given new flag brackets.

NEW CARS, 1912:
1482-1496 to Lake St., Feb. 3-Feb. 24.
1497-1506 to Snelling, Feb. 26-March 6.
1507-1516 to Lake St., Mar. 17-Mar. 29.
1517-1531 to East Side, March 29-April 10.

LICENSED 1912: East Side, 1360-1390
Lake St., 1179-1195, 1391-1420, 1439-1465.

5-22-12, TRANSFERRED: 1437-1438, Snelling to 7th St., to be summer ~~Stilw~~ Stillwater extras. Both returned to Snelling in the autumn.

NEW CARS, 1912:
1532-1544 to East Side, May 1-June 11. Of these, 1539-1541 (and some slows) were equipped for St. Louis Park.
1545-1559 to Lake St., June 13-Aug. 3.
1560-1566 to Snelling, Aug. 5-Aug. 26.
1567-1571 to 7th St., Aug. 27-Aug. 31; these 5 cars were equipped with brackets for the STILLWATER line.
1572-1581 to Nicollet, Aug. 31-Oct. 1.

LINE NOTE, 7-31-12; with establishment of new KENWOOD & JOHNSON route, an East Side line, new readings were placed in some slow cars, some suburban cars, and in 1321-1330. Later in 1912, 992-993 were equipped as fast double-enders for E. 25th St.; but see double-end cars.

On Nov. 13, ~~1921~~ 1912, Snelling's 3 newest cars, 1564-1566, were withdrawn from service and sold to Duluth, Minn.

LICENSED 1913: East Side 1371-1390, 1466-1475, 1517-1538, 1542-1544.
Lake St. 1413-1420, 1439-1465, 1482-1496, 1507-1516, 1545-1559.

Compare with 1912 licenses. That year, assume newer licensed 1400s chiefly on Selby, other licensed cars on HaHa. Switched around in 1913: Lake St. night foreman recalls that for many years they generally had the 1500s on Selby, the 1400s on HaHa.

TRANSFER, 5-21-13, 1476-1477, Nicollet to East Side.

NEW CARS, 1913:
1564-1566 to Snelling, March 14-April 12 (replacements).
1582-1600 to Nicollet, April 16-May 27.
1601-1610 to Lake St., May 29-Sept. 30.
1611-1622 to Snelling, Sept. 30-Oct. 18.
1623-1635 to 7th St., Oct. 18-Oct. 30.

DEC. 1, 1913 ASSIGNMENT "L" = licensed for 1914

EAST SIDE	NICOLLET	LAKE ST.	SNELLING	7th ST.
1321-1340	1478-1481	1179-1192	1164-1178	1567-1571
1360-1370	1572-1600	1391-1412	1289-1320	1623-1635
1371-1390 L		1413-1420 L	1341-1359	
1466-1475 L		1439-1465 L	1421-1438	
1476-1477		1482-1496 L	1497-1506	
1517-1538 L		1507-1516 L	1560-1566	
St.Louis Pk		1545-1559 L	1611-1622	
1539-1541		1601-1610		
1542-1544 L				

NEW CARS, 1913-1914:

1636-1639 to 7th St., Dec. 6-Dec. 12.
1640-1658 to Snelling, Dec. 13-Jan. 3.
1659-1671 to Nicollet, Jan. 3-Jan. 22.
1672-1675 to East Side, Jan. 23-Jan. 27.
1676-1680 to Lake St., Jan. 28-Jan. 31.
1681-1685 to 7th St., Jan. 31-Feb. 5.

During the winter, Lake St. borrowed 1164-1165 from Snelling. On April 2, 1914, these transfers were ordered, which would seem to tidy up the motor lists (7th St. will have only 203s):

1164-1165, Lake to Snelling.
1437-1438, Snelling to Lake.
1567-1571, Duluth to Snelling.
1618-1622, Snelling to Duluth.

OPENING OF NORTH SIDE STATION, Oct. 25, 1914.

Mostly slow cars were transferred from Lake St. to North Side. Lake kept all its fast licensed cars except 1413. Fast cars transferred were 1179-1183 (1184 & up were transferred but were slow at the time), 1391-1413, 1601-1610. North Side continued to have a rather small percentage of fast cars all the way to 1928; but then, they had no inter-city routes, and while one line was extremely heavy, Nicollet had several very heavy lines.

When the INTER CAMPUS line opened, Nov. 4, 1914, 1321-1322 and 1324-1327 were assigned to that line, as it was considered that high-speed operation was necessary on part of the line.

NEW CARS, 1914.

1686-1695 to Lake St., ~~Nov~~.Oct. 9-Oct. 21.

1696-1707 to Snelling, ~~Nov~~ Oct. 23-Nov. 6; BUT 1704-1705 went to Duluth Sta. temporarily.

1708-1712 to North Side, Nov. 8-Nov. 13.

1713-1724 to East Side, Nov. 18-Nov. 30; BUT 1722-1724 went to Duluth temporarily (New car assignment made long before building, and winter requirements were causing these temporary changes).

(On Dec. 1, TRANSFER 1672-1675, E.S. to Nic., temporarily).

(See next page).

NEW CARS, 1914-1915 (Cont.)

1725-1740 to Lake St., Dec. 1-Jan. 5; BUT 1725-1726 went to Duluth temporarily, and 1727-1731 to Snelling temporarily).

1741-1750 to Nicollet, Jan. 6-Jan. 26; SO, on Feb. 3, 1672-1675 were returned from Nicollet to East Side.

1751-1760 to Snelling, Jan. 27 to Feb. 6, (some slow cars then returned by Snelling to their proper stations).

1761-1772 to 7th St., Feb. 10-Feb. 21.

1773-1775 to Snelling, Feb. 22-Feb. 25.

~~In late March, Snelling returned 1727-1731 to Nicollet~~

In late March, Snelling sent 1727-1731 to Nicollet; these belonged at Lake, but had not yet been there.

Prior to July, 1915, Duluth returned 1722-1724 to East Side, ~~and 1725-1726 to Lake St.~~

When the ANOKA line opened on Nov. 4, 1915, service began with East Side's 1516 and 1714, which were used till TCRT built two new cars for Anoka in December. At other times Anoka rented cars from TCRT, particularly for extra Fair Week service, and got East Side cars.

NEW CARS, 1915.

1776-1784 to Snelling, Nov. 18-Nov. 30.

1785-1792 to Nicollet, Nov. 30-Dec. 18.

Now On Dec. 16, Nicollet sent 1727-1731 back to Lake St., where they were supposed to have gone when built.

JAN. 1, 1916 ASSIGNMENT

EAST SIDE	NICOLLET	LAKE ST.	SNELLING	7TH ST.
1321-1326	1478-1481	1414-1420	1169-1177	1618-1639
CAMPUS	1572-1600	1437-1465	1289-1320	1681-1685
1327-1328	1659-1671	1482-1496	1341-1359	1725-1726
1329-1330	1741-1750	1507-1516	1421-1436	belong Lake
CAMPUS	1785-1792	1545-1559	1497-1506	1761-1772
1331-1334		1676-1680	1560-1571	
1335-1340	NORTH SIDE	1686-1695	1611-1617	
1360-1390		1727-1740	1640-1658	
1466-1477	1178-1188		1696-1707	
1517-1537	1391-1413		1751-1760	
ROBB-ST.L.	1601-1612		1773-1784	
1538-1544	1708-1712			
1672-1675				
1713-1724				

CARS SOLD.

To Duluth, Minn. on 5-13-16: Nicollet's 1789-1792.

To Anoka, on 7-3-16: 1713.(East Side)

To Duluth, Minn. on 7-27-16: East Side's 1716, 1719, 1722, 1724.

NEW CARS, 1916-1917.

1713, 1716, 1719, 1722, 1724 to East Side, Nov. 15-Nov. 18.

1789-1792 to Nicollet, Nov. 22-Nov. 25.

1793-1800 to Lake St., Nov. 25-Dec. 13.

1801-1810 to Duluth, Dec. 13-Dec. 30; SO: 1761 transferred from Duluth to Snelling (permanently) Dec. 18; and on Dec. 28, 1725-1726 finally sent from Duluth to Lake St.

1811-1820 to East Side, Dec. 14 to Jan. 15; SO, Dec. 18, 1713-1715 transferred East Side to Nicollet temporarily.

1824-1828 to Snelling, Dec. 30-Jan. 17.

1829-1838 to Nicollet, Jan. 17-Jan. 29; SO, 1713-1715 returned from Nicollet to East Side.

1839-1847 to East Side, Jan. 29-Feb. 20; SO, on Feb. 9, 1713-1715 transferred from East Side to North Side permanently.

1848-1851 to Nicollet, all Feb. 20.

1852-1855 to Nicollet, June 18-June 28.

JULY ~~11~~ 19, 1917 FAST CAR ASSIGNMENT --Mpls. cars licensed for Interurban indicated-- this list at time company had 1,100 standards, and a train).

EAST SIDE

1321-1327

CAMPUS

1328

1329

CAMPUS

1330-1334

1335-1340

1360-1368

1369-1390 L

1466-1477 L

1517-1537 L

Robb.-St. L.

1538-1544

1672-1675

1716-1724

1811-1820

1839-1847

NICOLLET

1478-1481

1572-1600

1659-1671

1741-1750

1785-1792

1829-1838

1848-1855

NORTH SIDE

1178-1188

1391-1413

1601-1610

1708-1715

LAKE ST.

1414

1415-1420 L

1437-1465 L

1482-1496 L

1507-1516 L

1545-1559 L

1676-1680 L

1686-1695

1725-1740

1793-1800

SNELLING

1169-1177

1289-1320

1341-1359

1421-1436

1497-1506

1560-1571

1611-1617

1640-1658

1696-1707

1751-1761

1773-1784

1821-1828

7TH ST.

1618-1639

1681-1685

1762-1772

1801-1810

Nov. 20, 1917: Nicollet's 1855 was sold to ANOKA.

Dec. 20, 1917; East Side's 1672-1673 (and slow cars 988-991) were rented to Duluth, Minn.

Jan. 4, 1918: On account of shortage of trucks and motors, these cars went into storage shed for the winter: East Side's 1470 and 1844; Nicollet's 1577; North Side's 1607 and 1610. All returned to service in the summer.

In 1918, Nicollet's 1788 was rebuilt into the first standard Front Exit car.

In 1918, mixups begin to occur, and records are incomplete. In Feb., East Side loaned 1723 and 1840 to Snelling, got them back in March. Nicollet loaned 1660 and 1741 to Snelling and got them back. On Feb. 26, Nicollet loaned 1662-1663 and 1852 to Duluth, and got the first two back, but not the last one. On March 20, North Side transferred 1393 permanently to East Side.

During 1918, the PAY ENTER system was installed, line by line, commencing first with all lines out of Nicollet Station. Inter-city lines probably came last on this. Cars were equipped with posts and fareboxes as necessary. Some transferring of cars and quite a mixup especially between Lake St. and Snelling, must have been caused by this, but it is uncertain which cars were equipped for what.

1919 LICENSES. East Side: 1369-1387, 1393, 1466-1477, 1517-1537.
Lake St: 1414-1420, 1437-1465, 1482-1496, 1507-1516, 1545-1559.
Following 1918 car transfers (fast cars) assumed from this license
list: 1421-1436, 1640-1645 Snelling to Duluth
1674 East Side to Duluth
1686 Lake to Duluth
1811 and 1816 East Side to Duluth
1852 Nicollet to Duluth
1786 Nicollet to Snelling

Note the increase in fast cars at Duluth. Similar increase in fast cars at North Side around this time. Some transfers ~~deducted~~ deduced to have been made in 1918 or before 6-25-19:
1332-1340, 1360-1365, East Side to North Side.
1323-1327, East Side to Nicollet
1798-1800, Lake to North Side.

6-25-19, ordered TRANSFERRED, besides many slow cars:
1330, East Side to Nicollet
1323-1327, returned Nicollet to East Side
1332-1340, 1360-1365, North Side to Snelling
1798-1800, North Side to Duluth
1687-1695, Lake to East Side

In order not to start the Pay Enter system on Como-Harriet until after Fair Week, these were transferred from East Side to Snelling 8-23-19, apparently equipped for PAYE: 1370, 1373, 1377, 1379, 1385, 1389, 1466, 1470, 1472, 1476, 1526, 1528, 1529, 1532, 1534, 1535, 1537. Snelling lent 1611-1617, 1646-1649, 1651-1656 to East Side. All these cars were returned on 9-13-19.

Following needs some detective work in connection with PAYE:
11-19-19, TRF. 1415 1417 1460 1489 1496 1494 1548 Lake to Snell
1656 1658 1703 1773 1779 1822 1823 Snell to Lake
~~12 21 19 TRF 1292 1308 1356 Snell to Lake~~
12-4-19: TRF: 1420 1442 1443 1458 1484 1509 Lake to Snell
1341 1349 1359 1504 1698 Snell to Lake
12-21-19: TRF: 1292 1308 1356 Snell to Lake
1447 1504 1553 (& FE 1788) Lake to Snell

ADDITIONAL CHANGES IN 1919, TO MAKE 12-23-19 LIST COME OUT:
1321 E.S. to Lake; 1329, 1331 E.S. to Nic; 1346 Snell to Lake; 1366 E.S. to N.S.; 1390, 1393 E.S. to Lake; 1507, 1545 Lake to E.S; 1789 Nic to Snell; 1793-1797 Lake to N.S; 1817-1820 E.S. to Dul.

FURTHER MISCELLANEOUS CAR TRANSFERS.

2-10-20: 1852, Duluth to Snelling (this in exchange for FE 1788).
4-21-20: 1300-1303, 1305-1308, Snelling to Lake.
Additional changes by 9-6-20:
1304, 1309, Snelling to Lake
1321, Lake to E.S. (returned)
1353, Snelling to Lake
1390 and 1393, Lake to E.S. (returned)
1507, 1545 E.S. to Lake (returned)
1538-1544 E.S. to North Side, continuing as Robbinsdale-St. Louis Park cars, that line transferred to North Side early in 1920.
1656, 1658 Lake to Snelling (returned)
1789, Snelling to Nicollet (returned)
1816, Duluth to Snelling
1817-1820, Duluth to East Side (returned)
Snelling to Lake, 1497
Lake to Snelling, 1341, 1437, 1449, 1483, 1485, 1493

9-6-20 CAR LOCATIONS. (Some of these in shops being made Front Exit).

EAST SIDE

1321-1328
1367-1390
1393
1466-1477
1517-1537
1675
1687-1695
1716-1724
1812-1815
1817-1820
1839-1847

NICOLLET

1329-1331
1478-1481
1572-1600
1659-1671
1741-1750
1785
1787
1789-1792
1829-1838
1848-1851
1853-1854

NORTH SIDE

1178-1188
1366
1391-1392
1394-1413
Robb.-St.L.
1538-1544
1601-1610
1708-1715
1793-1797

LAKE ST.

1288
1292
1300-1309
1346,1349
1353, 1356
1359
1414, 1416
1418-1419
1438-1441
1444-1446
1448
1450-1457
1459
1461-1465
1482
1486-1488
1490-1492
1495, 1497
1507-1508
1510-1516
1545-1547
1549-1552
1554-1559
1676-1680
1698
1703
1725-1740
1773, 1779
1822-1823

SNELLING

1169-1177
1269-1285
1287
1289-1291
1293-1299
1310-1320
1332-1345
1347-1348
1350-1352
1354-1355
1357-1358
1360-1365
1415, 1417
1420, 1437
1442-1443
1447, 1449
1458, 1460
1483-1485
1489
1493-1494
1496
1498-1506
1509
1548, 1553
1560-1571
1611-1617
1646-1658
1696-1697
1699-1702

SNELLING

1704-1707
1751-1761
1774-1778
1780-1784
1786
1816
1821
1824-1828
1852

DULUTH AVE.

1421-1436
1618-1645
1674
1681-1686
1762-1772
1798-1811

Now in 1920, the building of 300 FRONT EXIT cars began. These ran from 1554-1854, but were worked on in scattered order, cars being changed over anytime they showed up at the shops for any work. These cars were taken away from all stations, but the new front exits would be sent 20 or 40 or more in a row to a single station. Therefore there had to be a lot of car transferring of older cars, so each station would have enough to run. Only some of the changes are known. Only transfers of standards are listed here.

On Nov. 4, 1920, Duluth, Minn. returned the cars it had rented in 1917. Cars 1672 and 1673 went to Duluth Station, ~~1672x~~ 1673 not getting ~~afront~~ a front exit till April, while 1672, without a fare box, went to Lake St. to be a Selby car, and finally got its front exit in Oct., 1921.

1-11-21: 1829, Nic. to E.S; 1628, 1770, Dul. to Snell.
1-14-21: 1622, 1799 Dul to Snell; 1451, Lake to Snell.
1-17-21: 1512, 1515 Lake to Snell; 1331, 1480 Nic. to Lake
2-3-21: 1579, 1600 Nic to E.S.

Up to Feb. 23, the first 72 front exits went to Nicollet. Meanwhile Nicollet transferred these standards:

To E.S.	To Snell.	To N.S.	To Lake
1479, 1481	1586	1589	1853
1578, ~~1579~~	1599		
1581, 1832	1668		
1329, 1330	1669		
	1671		

On March 1, Nicollet transferred 16 of its new front exits to East Side and got back some of its own cars from East Side: 1479, 1481, 1578, 1579, 1581, 1600, 1832, 1329, 1330, and some slows.

3-5-21: 1666, 1791 Nicollet to North Side.

On Feb. 25 and Feb. 26, the next 8 front exits went to Duluth. Then, up to March 26, 56 went to East Side. Transfers of fast standard to ~~Mayxx~~ March 15 were:

1288 Lake to E.S., and to Dul by 3-30
1303 ~~Snell~~ Lake to Snell; 1323 E.S. to Snell by 3-30; 1324 ES to Lake; 1325-1326 ES to Snell; 1328 ES to Lake;1369 ES to Snell by 3-30; 1374, 1376, 1379 ES to Snell by 3-30; 1432 Dul to ES; 1467, 1469 ES to Snell by 3-30; 1475 ES to Lake by 3-30; 1522 1526 1537 ES to Snell; 1619 1621 1626 Dul to Snell; 1628 returned Snell to Dul; 1633 1634 1640 1642 1645 Dul to Snell; 1682 1685 Dul to Snell; 1738 Lake to Snell; 1767 Dul to Snell; 1834 Nic to Snell.

From March 26 to April 25 Duluth got 50 new front exits. Then to May 28, North Side got 43 front exits. Then the trains were built.

Further transfers by Aug. 2 were: 1178-1179 NS to Snell; 1288 Dul to NS; 1292, 1300-1302, 1304-1309 Lake to Snell; 1321 1322 1327 ES to Snell; 1324 1331 LS to Snell; 1329 1330 Nic to Snell; 1349 Lake to Snell; 1354 Snell to Lake; 1357 1360 Snell to Lake; 1366 NS to Lake; 1368 ES to Lake; 1367 1380 1385 ES to Snell; 1393 ES to NS; 1421-1431, 1433 1435 Dul to Lake; 1432 Dul to ES; 1434 1436 Dul to Snell; 1451 Lake to Snell; 1437 1449 Snell to Lake; 1459, 1461-1463 Lake to Snell; 1466 ES to Snell; 1477 ES to Snell; 1478 Nic to ES; 1482 LS to Snell; 1483 Snell to Lake to Snell; ~~1485 Snell to Lake~~;1488 Lake to Snell; ~~1493 Snell to Lake~~1485 1493 Snell to Lake; 1507 1510 Lake to Snell; 1517 1518 1520 1521 1523 ES to Nic; 1538-1542 NS to Lake; 1543-1544 NS to ES? to Lake; 1554 1555 LS to Snell; 1575 Nic to Snell;1605 NS to Nic; 1607 NS to ES,,,and etc.

SELBY CARS. These were listed on Aug. 2, 1921, as having NO FAREBOXES and being Selby day or night cars, at Lake St. Station: 1346 1353 1356 1357 1359 1360 1366 1368 (nights); 1422-1431 (10 cars), 1433 1435 (days); 1437 1439 1446 1450 1454 1464 1475 (nights); 1486 1490 1491 1495 (days); 1497 1508 1514 (nights); 1545 1549 1550 1552 (days); 1672 1729 1822 (nights). (Division of cars into day and night cars must have something to do with inspection schedule).

In August 1921, regular front exit work resumed, and Lake got 9 cars from the shops, plus 10 from other stations. Meanwhile it was decided to put front exit cars on all the Interurban routes, which meant transferring them from all the stations they were at, to the stations that didn't have any. Equal number of standards had to be exchanged. This was all done Aug. 30 & 31, so the intercity lines could begin with all front exits on Sept. 1, 1921.
Fast standards transferred now were:

1289-1330, Snell to Duluth
1331-1345, 1347-1352, Snell to Nic.
1353-1354, 1356-1357, 1359-1360, 1366, 1368 Lake to E.S.
1355, 1358, 1361-1365, 1367 Snell to E.S.
1369 Snell to Dul.
1379, 1380, 1385, 1415, 1417, 1420 Snell to N.S.
1414, 1416, 1418-1419, 1422-1431, 1433, 1435 Lake to N.S.
1434, 1436, 1442-1443, 1447 Snell to N.S.
1437-1441, 1444-1446, 1448-1450 Lake to N.S.
1451, Snell to Duluth.
1452-1456, Lake to Duluth.
1457-1463, Snell to Nic.
1464-1465, Lake to Duluth.
1466-1467, 1469, 1477, 1482-1484, 1488-1489 Snell to Nic.
1475, 1480 Lake to Dul.
1494, 1496 Snell to Dul.
1499-1507, 1509-1510, 1512, 1515 Snell to Nic.
1519, 1522, 1526, 1537, 1533, 1548, 1553-1555 Snell to Nic.

The rest of the 300 front exits were finished by Oct. 31, 1921. Additional transfers by then: 1288 NS to Lake, this now GE70?; 1391 NS to Nic; 1447-1448 NS to Nic, 1449 NS to Lake; 1464-1465 Dul to Snell; 1498 Snell to Nic; 1550-1552 Lake to Snell.

The fast standards are now listed at their 10-31-21 locations; compare with list of front exits for that date.

In Nov. 1921, 1396 and 1397 were ordered equipped for Robbinsdale; in 1923, Robb. list is 1391-1397 plus slow 1000s. Assume 1391-1395 equipped when 1538-1544 were transferred (above) to Lake St.

CAR LOCATIONS, 10-31-21.

EAST SIDE

1353-1368
1370-1390
1432
1468
1470-1474
1476
1478
1524-1525
1527-1532
1534-1536

NORTH SIDE

1180-1188
1392-1431
1433-1446
1450

NICOLLET

1331-1345
1347-1352
1391
1447-1448
1457-1463
1466-1467
1469
1477
1479
1481-1484
1488-1489
1498-1507
1509-1510
1512
1515
1517-1523
1526
1533
1537
1548
1553

SNELLING

1169-1179
1464-1465
1550-1552

LAKE ST.

1346
1449
1485-1487
1490-1493
1495
1497
1508
1511
1513-1514
1516
1538-1547
1549

DULUTH AVE.

1289-1330
1369
1451-1456
1475
1480
1494
1496

When the above was straightened out is uncertain, but it was probably quite soon. Following is assignment of same cars in May, 1923, though by then 1479-1553 were already front exits. It is assumed they returned to stations they came from.

EAST SIDE

St.LouisPk.
1367-1374
1375-1390

NICOLLET

1333-1366
1432-1443

NORTH SIDE

1180-1188
Robbinsdale
1391-1397
1398-1431

LAKE ST.

1444-1462

SNELLING

1164-1179
1463-1478
(1479-1553)

DULUTH AVE.

1289-1332

By early 1924, 1404-1478 were rebuilt, and all returned to their own stations. Later in 1924, 1329-1403 were rebuilt.

In 1925, 1185-1188 went from North Side to East Side.

In general, the remaining fast standards stayed where they were until 1928, when 1286-1328 and some slow cars were rebuilt to front exit. Assignment of the few standards with fast motors later than that has been listed in section on the slow standard cars.

FRONT EXIT

GATE CARS

PART III. FRONT EXIT GATECARS.

1788, rebuilt in 1918 as the first standard front exit gatecar, was transferred about a great deal and tried out on many lines during the next two years. Probably it spent a lot of time in the shops, while various changes were experimented with. 1788 belonged to Nicollet Station. Following are the available records of its transfers:

10-28-19: from Lake to Nicollet.
12-21-19: from Lake to Snelling.

In 1919 it got a St. Paul license, but was considered as still belonging to Nicollet.

1-19-20: back at Nicollet by this date.
2-10-20: from Snelling to Duluth.

Later in the summer, it is on record again at both Nicollet and at Lake.

In Oct., 1920, the real rebuilding to front exits began. First out was the train, 1590-1590A. For notes on this, and for train cars 1600-1625 up to 1933, see section on "Trains".

The first 72 regular front exit cars, though rebuilt from cars of all stations, were sent to Nicollet in the following approximate order (read across the page):

1572 1559 1740 1677 1814 1745 1779 1833 1839 1584
1792 1591 1758 1850 1838 1665 1694 1629 1661 1749
1771 1733 1769 1588 1789 1606 1722 1847 1718 1823 (to 12-31-20
1594 1790 1849 1819 1750 1785 1667 1830 1714 1580
1746 1787 1573 1574 1597 1835 1598 1657 1827 1831
1660 1663 1836 1837 1632 1702 1709 1806 1643 1652
1807 1845 1595 1618 1737 1843 1851 1638 1756 1784
1817 1820 ~~1658~~ (to 2-23-21)

Next, 8 new cars went to Duluth:

1658 1759 1609 1647 1662 1664 1678 1786 (Feb. 25-26)

On March 1st, 16 of Nicollet's front exits were transferred to East Side, probably for service on a line the stations shared:

1559 1606 1618 1629 1638 1694 1718 1722 1814 1817
1819 1820 1839 1843 1845 1847

(1839 showed up on the Kenwood line on March 11.)

Now 56 rebuilt cars went to East Side:

1596 1829 1601 1693 1747 1566 1613 1692 1735 1576
1707 1774 1776 1812 1577 1593 1659 1716 1697 1698
1770 1775 1826 1568 1571 1653 1695 1753 1754 1761
1778 1816 1821 1689 1691 1818 1852 1582 1611 1842
1581 1631 1723 1741 1846 1705 1706 1763 1802 1612
1688 1739 1773 1793 1687 1717 (to 3-26-21)

The next 50 front exits went to Duluth Station:
1719 1724 1738 1782 1649 1674 1721 1840 1639 1651
1743 1755 1800 1679 1796 1815 1813 1616 1646 1558
1579 1641 1635 1608 1645 1648 1696 1757 1720 1781
1841 1844 1560 1570 1628 1683 1777 1589 1563 1673
1556 1783 1808 1656 1684 1801 1805 1809 1811 1654 (to 4-25-21

On May 9, it was ordered that all the front exits at Duluth be equipped with signal brackets, for use on Stillwater in the summer. All were to be ready by Saturday, May 28, Decoration Day weekend.

Now 43 new cars were sent to North Side:
1627 1567 1762 1623 1586 1636 1765 1768 1810 1825
1619 1728 1561 1675 1712 1634 1682 1621 1731 1799
1585 1637 1610 1700 1742 1602 1690 1854 1730 1828
1681 1624 1713 1772 1803 1804 1668 1587 1604 1666
1732 1751 1834

Next the 25 trains were built, and some car numbers were changed. Meanwhile Lake St. got its first front exits: 1777 and 1781 from Duluth; 1587 1666 1732 1751 1762 1765 from N.S. Then Lake got 9 new cars:
1569 1680 1832 1752 1736 1767 1685 1686 1824

Further transfers before Aug. 30 were:
Duluth to Snelling 1782 1783 1786
North Side to Nicollet 1585 1668

Then on Aug. 30, 1921, came the big car transfer order, shifting hundreds of cars so that the front exits could be put on the inter-city lines. # indicates car formerly had different number.

East Side had 72 FEs, kept 57, sent 15 to Snelling:
1816 1821 1826 1817 1818 1819 1820 1829 1839 1843
1845 1847 1842 1846 1852

North Side had 35 left, and sent 16 to Lake:
1567 1586 1626# 1627 1634 1636 1637 1642# 1671# 1675
1681 1682 1690 1699# 1561 1590#

The other 19 went to Snelling, leaving none at North Side:
1700 1701# 1712 1713 1728 1730 1731 1742 1766# 1768
1772 1799 1803 1804 1810 1825 1828 1834 1854

Duluth had 53 left. One, 1759 probably to Lake before this. The other 52 now went to Snelling:
1556 1558 1560 1563 1570 1579 1589 1628 1633# 1635
1639 1640# 1645 1646 1647 1648 1649 1651 1654 1656
1658 1662 1664 1669# 1673 1674 1678 1679 1683 1684
1696 1719 1720 1721 1724 1738 1743 1755 1757 1796
1800 1801 1805 1808 1809 1811 1813 1815 1840 1841
1844 1641

Of 59 front exits at Nicollet on 8-30-21, 27 went to Lake:
1572 1573 1574 1580 1584 1585 1591 1594 1595 1597
1598 1632 1643 1652 1657 1660 1661 1663 1665 1667
1668 1677 1702 1709 1714 1733 1588
The other 32 went to Snelling, leaving none at Nicollet:
1737 1740 1745 1746 1749 1750 1756 1758 1769 1771
1779 1784 1785 1787 1788 1789 1790 1792 1806 1807
1823 1827 1830 1831 1833 1835 1836 1837 1838 1849
1850 1851

Now all the front exits built before the trains had got transferred once, except that East Side kept 57 of its cars for Como Interurban:
1559 1566 1568 1571 1576 1577 1581 1582 1593 1596
1599# 1629 1630# 1631 1638 1644# 1650# 1653 1655# 1659
1670# 1687 1688 1689 1691 1692 1693 1694 1695 1697
1698 1705 1706 1707 1716 1717 1718 1722 1723 1735
1739 1741 1747 1753 1754 1761 1763 1770 1773 1774
1775 1776 1778 1793 1802 1812 1814

From Sept. 1, to Oct. 30, 1921, the last of the 300 front exits were turned out by the shops:
1676 to Lake
1703 1725 1726 1727 to Snelling
1557 1592 to East Side
1795 1822 to Snelling
1704 1708 1729 1760 1764 to Lake St.
1744 1780 1748 1797 1848 to Snelling
1672 to Lake St.
1734 1791 1798 to Snelling
1710 1711 to Duluth.
1794 1853 1715 to Snelling
1564 1565 1575 1578 1583 ~~1584~~ 1554 1555 1562 to East Side.

In 1922 all 275 regular front exits were licensed for Interurban.

Following transfers were made by 10-31-21:
1556 Snelling to East Side
1700 1719 1720 1721 Snelling to Lake
~~172~~ 1712 1713 Snelling to Duluth
1714 Lake to Duluth
1564 1565 1630 1705 1706 1707 1723 East Side to Lake
1561 1567 1569 Lake to East Side.

Probably sometime in 1922, a very orderly car assignment was set up. This is given next, dated May, 1923, by which time 1479-1553 had also been rebuilt to front exit.

MAY 30, 1923 ASSIGNMENT.

EAST SIDE	NICOLLET	LAKE ST.	SNELLING	DULUTH
Como Int.only	1666-1694	1695-1699	1479-1553	1830-1854
1554-1584 L		7th/HaHa only	1785-1797	
1585-1599 L		1700-1715 L	Int. only	
1626-1643 L		Selby only	1798-1829	
1644-1665		1716-1739 L		
		1740-1784 L		

From this time on, for a few years, groups of cars were set aside to run on inter-city routes ONLY, because of the contention of the Collier Co. that they were entitled to a certain amount of inter-city advertising for their car cards.

In this assignment, which lasted with little change for a few years, the cars were divided into neater categories than they have ever been before or since.

75 more front exit cars, 1404-1478, were rebuilt in the winter of 1923-1924. All returned to their original stations:

1404-1431	North Side
1432-1443	Nicollet
1444-1462	Lake St.
1463-1478	Snelling

In the summer of 1924, another 75 cars, 1329-1403, were rebuilt. These were assigned as follows, all going to their previous locations, except that 1387-1390 had come from East Side:

1329-1332	Duluth
1333-1366	Nicollet
1367-1386	East Side
1387-1403	North Side

The four front exits going to Duluth were kind of all by themselves number-wise, and they came in for a lot of seasonal transferring. See suburban car section. Even prior to this rebuilding, old 1332 had been at North Side in the spring of 1924.

In Dec. 1924, Snelling sent 1525 and 1537 to Duluth, in exchange for train 2000-2001. Front exits 1367-1374 continued on as St. Louis Park cars. 1525 and 1537 returned to Snelling 10-30-25, the train going to Nicollet, and Nicollet sending 1068-1069 to Duluth.

On 12-5-25, 1549-1553 were permanently transferred from Snelling to East Side. Soon thereafter, 1830-1832 went from Duluth to Snelling. More transfers:

12-16-26	1549-1553 returned East Side to Snelling
6- 7-27	1444-1447 Lake to North Side, and
	1331-1332, 1664-1665 East Side to North Side
9-15-27	1331-1332 North Side to Duluth (see suburbans)
11-22-27	1432-1433 Nicollet to North Side
	1663-1665 East Side to North Side

Meanwhile 25 new lightweight cars were coming out.

FRONT EXIT GATECARS

FEB. 15, 1928 ASSIGNMENT

EAST SIDE	NICOLLET	LAKE ST.	SNELLING	DULUTH
St. Louis Pk.	1333-1366	1444-1462	1463-1553	1329-1332
1367-1374	1434-1443	1695-1699	1785-1799	1833-1854
1375-1386	1666-1694	7th-HaHa only	Int. only	
Como Int.only		1700-1715 L	1800-1832	
1554-1584 L		Selby only		
1585-1599 L	NORTH SIDE	1716-1739 L		
1626-1643 L		1740-1784 L		
1644-1662	1387-1431			
	1432-1433 belong at Nic			
	1663-1665 belong at ES			

(5-24-28, 1331-1332 Dul to E.S., traded for suburbans)

64 NEW FRONT EXIT CARS, WITH ELECTRIC HEAT: 1254, 1266-1328. These were built from July to December, 1928.

The first one, 1290, was out on July 22, and where it went is uncertain. It could have gone to Duluth, where it was assigned, or perhaps it went to North Side.

Groups were finished by the shops thus:
1284 1285 1289 1303 to North Side Aug. 29.
1254 1279 1288 1268 1287 to North Side Aug. 30-31.
1266 1278 1286 1301 1316 to North Side Sept. 29.
On Sept. 26, North Side returned 1432-1433 to Nicollet, and on Oct. 1 returned 1663 to East Side, and probably 1664-1665 about the same time.
On Oct. 6, 1400-1409 were transferred from North Side to Duluth.
1274 1275 1276 1277 1281 to North Side Oct. 16.
1267 1270 1271 1280 1282 to North Side Oct. 29.
On Oct. 30, 1410-1419 were transferred from North Side to Duluth.
1283 1292 to North Side Nov. 3; 1304 1320 1325 same date, perhaps also to North Side.
On Nov. 17, 1420-1424 were transferred from North Side to Duluth.
1296 1306 1313 1314 1324 to East Side, Nov. 21.
1298 1305 1309 1319 1326 to East Side, Nov. 28.
On Dec. 3, North Side transferred 1425-1431 to Duluth; and:
1254, 1266-1268, 1270-1271, 1274-1277 North Side to East Side;
1333-1338, 1340, 1342-1351, 1353, 1356-1359 Nicollet to East Side;
1372-1386, 1571-1573 East Side to North Side;
1633-1634, 1638-1658, 1660, 1662-1665 East Side to Nicollet;
1455-1462, Lake to Snelling;
1785-1792, Snelling to Lake.
More new cars:
1302 1317 1318 1321 1327 to East Side Dec. 11.
1291 1293 1299 1322 1323 to East Side Dec. 12.
1310 1311 1312 1315 1328 to East Side Dec. 17.
1273 1294 1295 1300 1307 to East Side Dec. 21.
1269 1272 1297 1308 to East Side Dec. 28, work order completed.
These were also transferred in December, besides slow cars:
1278-1289, 1290?, 1292, 1301, 1303, 1316 North Side to East Side
1329-1330, Duluth to East Side 1574-1599 East Side to North Side
1339, 1341, 1352, 1354, 1360-1366 Nicollet to East Side
1626-1632, 1639, 1659, 1661 E.S. to Nic 1695-1699 Lake to Nic
1793-1799 Snell to Lake 1554-1570 E.S. to Snell
1432-1443 Nic to Duluth.

DEC. 31, 1928 ASSIGNMENT

EAST SIDE
1254
1266-1307
1308-1340 L
Como Int. only
1341-1371 L

NICOLLET
1626-1699

NORTH SIDE
1372-1399
1571-1599

LAKE ST.
1444-1454
7-Ha-Ply only
1700-1715 L
Selby only
1716-1739 L
1740-1784 L
1785-1799

SNELLING
1455-1570
Int. only
1800-1832

DULUTH
1400-1443
1833-1854

For Minnetonka service July 4, 1929, North Side sent these cars, which had double registers, to East Side: 1372-1374, 1376, 1379-1386. Signs had to be changed, but the cars were returned afterwards.

May 10, 1930, these trains were disconnected for the summer, and motor cars ran as ordinary front exit cars:
1600 and 1607, North Side
1604, 1611-1612, 1615-1618, 1624-1625 Nicollet
1620-1622, Lake St.

On June 10, motor cars 1615-1618 were transferred from Nicollet to North Side, and 1620-1622 from Lake to North Side; and 1499 was transferred from Snelling to North Side. Next winter, the trains were hooked up again; see train section. Probably in replacement for those going back into trains, these were transferred 12-9-30:
1369-1371, East Side to North Side
1400-1402, Duluth to North Side
1563-1570, Snelling to North Side (N.S. traded back slow cars).

Meanwhile, on 7-19-30, Snelling's 1495 was turned out with the new interior finish, and was transferred to East Side so that they could put it on a Hennepin Ave. run and make it easy for Mr. Lowry and Mr. McGill to inspect it.

This winter, ~~1623x~~ 1622-1625 did not become train cars again.

JAN. 5, 1931 ASSIGNMENT

EAST SIDE
1254
1266-1307
1308-1340 L
Como Int.only
1341-1368 L
1495
belongs Snell

NICOLLET
1623-1699

NORTH SIDE
1369-1402
1499
1563-1599

LAKE ST.
1444-1454
1622
7-Ha-Ply only
1700-1715 L
Selby only
1716-1739 L
1740-1784 L
1785-1799

SNELLING
1455-1494
1496-1498
1500-1562
Int. only
1800-1832

DULUTH
1403-1443
1833-1854

These trains were disconnected April 1, 1931, probably for good: 1612-1619. North Side apparently ran them as front exits through the summer; In the winter 1616-1619 were transferred to Nicollet in exchange for trains; and 1622 again ran as motor only at North Side.

The first standard one-man cars were now built, in 1931. They were assigned to many stations, but practically all had come from East Side, so other car transfers were necessary.

9-16-31	1369-1373,	North Side to East Side
	1780-1784,	Lake to East Side (licensed cars)
10-20-31	1694-1699,	Nicollet to East Side
11- 6-31	1689-1693,	Nicollet to East Side
12-23-31	1700-1705,	Lake to East Side (licensed)
	1371-1373,	returned East Side to North Side

DEC.31, 1931 CAR LOCATIONS

EAST SIDE	NICOLLET	NORTH SIDE	LAKE ST.	SNELLING	DULUTH
1254	1616-1619	1371-1402	1444-1454	1455-1494	1403-1443
1266-1292	1623-1688	1499	1706-1779	1496-1498	1833-1853
1329-1370		1563-1599	1785-1799	1500-1562	
1495		1612-1615		1800-1832	
1689-1705		1622			
1780-1784					

In 1932, 100 more front exits became one-man cars. Further car transfers included:

5-4-32: 1495, 1700-1702 East Side to Snelling
1374-1378 North Side to Lake

During the rebuilding, finished in July, these were transferred:
1680-1688 Nicollet to Lake
1577, 1579-1580, 1582, 1584, 1588-1590, 1592-1593, 1596, 1622 NS to Lak

8-8-32 Transfer: 1548-1562 Snelling to Lake

A new official assignment at the end of 1932, listed all cars as belonging at the stations they happened to be at then. Front exit car list follows; compare with one-man car section.

DEC. 31, 1932 ASSIGNMENT -showing lines using front exit cars. Note two-man cars sent out on any line when there was operating shortage of one-man cars.

EAST SIDE

Bry-John
Como-Har.
Oak -Har.
Ken-E.25
rush
Gr-Monroe
rush
Bloom-Col
rush

1254
1266-1292
1329-1370
1689-1699
1703-1704
1783-1784

NICOLLET

Bry-John
Nic-2nd
Glen-4th
rush
Gr-Monroe
rush

1616-1619
1623-1668
1670-1674
1676-1679

NO. SIDE

Chicago-
Penn-Fre
34-Bryant
rush
28-Emer.
rush

1371-1373
1379-1402
1499
1563-1576
1578
1581
1583
1585-1587
1591
1593-1594
1597-1599
1612-1615

LAKE ST.

Sel-Lake
7th-HaHa-
Plym.
34-Bryant
rush
28-Emer.
rush
Ken-E.25
rush
Bloom-Col
rush

1374-1378
1444-1454
1548-1562
1577
1579-1580
1582
1584
1588-1590
1592-1593
1596
1622
1680-1688
1706-1708
1712
1714
1720
1724-1725
1728
1732
1740
1742
1744-1745
1747-1750
1753-1755
1758-1759
1773
1775-1777
1785
1787
1790
1795
1799

SNELLING

Int.
Mer. Park
rush
Grand Av.
rush
Rand-Maht
Ham-S.Rob
rush
StC-Payne
rush
Dale-Pha.
rush
Snell Av.
rush

1455-1498
1500-1547
1701
1801
1804
1808-1810
1814-1815
1822-1827
1829
1831

DULUTH

7th-Hope
Rice-SSP
rush
Miss-Cher
~~rush~~
Rand-Maht
Rondo-Mar
rush
StC-Payne
rush
Dale-Pha.
rush

1403-1443
1835
1838
1849
1852

1933: From March to June, another 100 one-man cars were built, followed by 35 more in August and September.

About March: Transfer 1455-1463, Snelling to Lake
Meanwhile in the winter, it is believed 1601, 1608, and 1610 went from North Side to Nicollet AS TRAINS. With the final uncoupling of all trains in the spring of 1933, North Side gained front exits 1607, 1609, 1611; Lake, 1620-1621; Nicollet, 1600-1606, 1608, 1610.

During 1933, Nicollet transferred 1616-1619 to Lake, and North Side sent 1612-1615 to Lake, and also 1585-1586, and 1599 (more 1500s might have gone to Lake, and from there to their rebuilding).

Ordered transferred 6-14-33, 1266-1270, East Side to Lake.
8-11-33, 1366-1370 East Side to Lake, and
1600, 1602-1603 Nicollet to Lake (this when Lake 1500s were going in for rebuilding).
12-16-33: 1600, 1602-1603 Lake to Nicollet
1464-1466 Snelling to Nicollet
1537, 1539, 1542, 1545-1547 Snelling to North Side
(these groups in exchanged for one-man cars, to get stations set for winter requirements).

JAN. 1, 1934 CAR LOCATIONS

EAST SIDE	NICOLLET	NO. SIDE	LAKE ST.	SNELLING	DULUTH
Como-Har. Oak-Har. Bry-John rush Gr-Monroe rush	Nic-2nd days Bry-John rush Gr-Monroe rush Glen-4th rush	Chicago-Penn-Fre	Sel-Lake 7th-HaHa-Plym.	Int. Mer. Park rush Rand-Maht Ham-S.Rob rush	7th-Hope Rice-SSP rush Rand-Maht
1254	1464-1466	1371-1373	1266-1270	1467-1498	1403-1443
1271-1292	1600-1606	1379-1402	1366-1370	1500-1536	
1329-1365	1608	1499	1374-1378		
	1610	1537	1444-1463		
	1623-1653	1539	1549-1550		
		1542	1553-1555		
		1545-1547	1557-1558		
		1563-1564	1561-1562		
		1568	1584-1586		
		1573	1588		
		1576	1590		
		1595	1592		
		1607	1599		
		1609	1612-1622		
		1611			

2-7-34: Transfer: 1441-1443, Duluth to East Side
1468-1470, Snelling to Lake (exchanged for 1-man)

From March to September, the shops turned out 100 more one-man cars.

8-11-34: 1421-1425, Duluth to Nicollet
1416-1420, Duluth to Lake

During 1934, these transfers were made, dates unknown:
1434-1440, Duluth to Snelling
1426-1433, Duluth to Nicollet (1441-1443)
1364-1365, 1441-1443 East Side to North Side (or Lake to N.S.?)
1358-1363, East Side to Snelling
1411-1415, Duluth to Lake
1409-1410, Duluth to Nicollet
1406-1408, Duluth to Snelling
1617-1618, 1622, Lake to Duluth

12-22-34 ASSIGNMENT

EAST SIDE	NICOLLET	NO. SIDE	LAKE ST.	SNELLING	DULUTH
Como-Har. Oak-Har.	Nic-2nd days	Chicago-Penn-Fre days	Sel-Lake 7th-Haha-Plym.	Int. Mer. Park rush Rand-Maht rush	7th-Hope Rand-Maht rush
1254	1409-1410	1364-1365	1266-1270	1358-1363	1403-1405
1271-1292	1421-1433	1371-1373	1366-1370	1406-1408	1617-1618
1329-1357	1464	1379-1402	1374-1378	1434-1440	1622
	1601	1441-1443	1411-1420	1471-1474	
	1604	1537	1444-1463	1476-1478	
	1606	1542	1468	1481	
	1608	1547	1555	1483-1487	
	1610	1563	1561-1562	1489-1493	
	1623-1624		1592	1497	
				1500-1501	
				1503-1505	
				1509-1511	
				1513-1514	
				1516	
				1523	
				1525-1526	
				1532	
				1534	

1935. Another 100 one-man cars were built, of which 69 had been front exits, and 31 old standards. These came out of the shops from June to December.
Car transfers during this period:
1367 1370 1375 1378 1445-1449 Lake to North Side
1366 1368 1374 1376 1377 1413 Lake to Nicollet
1403-1405 Duluth to Snelling
1457-1459 Lake to North Side
~~mmd~~ no date, 1329-1331 East Side to Lake
1-27-36 1458 and 1459 returned North Side to Lake
2-12-36 1329 and 1330 returned Lake to East Side

FEB. 21, 1936 ASSIGNMENT

EAST SIDE	NICOLLET	NO. SIDE	LAKE ST.	SNELLING	DULUTH
Como-Har Oak-Har	Nic-2nd days	Chicago-Penn-Fre days	Sel-Lake 7th-Haha-Plym.	Int. Mer. Park rush Rand-Maht rush	7th-Hope Rand-Maht rush
1254	1366	1364-1365	1266-1270	1358-1363	
1271-1292	1368	1367	1331	1403-1407	
1329-1330	1374	1370-1373	1369	1434-1436	
1332-1357	1376-1377	1375	1411-1412	1438-1439	
	1409-1410	1378-1381	1414	1471-1472	
	1413	1383	1416	1474	
	1421-1423	1399-1401	1418-1419	1476-1478	
	1426-1429	1442-1443	1444	1481	
	1431-1432	1445	1452-1453	1483-1484	
		1447	1455-1456	1486-1487	
		1457	1458-1461	1490-1491	
		1542	1463	1493	
		1547	1555	1500	
		1563		1514	
				1516	

4-22-36: 1361-1363 Snelling to East Side
5- 4-36: 1458-1460 Lake to North Side
5-14-36: 1358-1360 Snelling to North Side
7- 1-36: 1266-1270 Lake to Duluth
10-31-36: 1458-1460 returned North Side to Lake, and
1358-1360 returned North Side to Snelling.
12-19-36: 1361-1363 returned East Side to Snelling.

In Oct., 1936, it was ordered that all electric heat cars should go to East Side. Gatecars transferred were 1266-1270 from Duluth to East Side, replaced by 1352-1356 from East Side to Duluth (these were last gatecars Duluth ever had). 1357 was not sent to Duluth because it was not licensed; the others were.

On July 5, 1936, the Minnehaha Interurban line was split into two lines, so that it could be run one-man mid-days and nights. Lake St. ran all the Fort Snelling-Minnehaha-Plymouths; these kept rush hour conductors. Fort Snelling-7th-Hope apparently became one-man at this time, but Duluth still had conductors on Randolph rush hour cars.

In December 1938, both Minnehaha-Plymouth and Randolph-Mahtomedi became all one-man. Duluth sent its last gatecars, 1352-1356, to Snelling on Dec. 10, in exchange for five 1200s.

With buses put on St. Louis Park and Kenwood lines in August 1938, East Side had spare cars, and on 12-30-38 sent 1351 and 1357 to North Side (and some one-man cars to North Side and Lake St.)

Oct. 20, 1939, East Side began operating two short pullouts on Chicago-Penn, with cars 1339 and 1341. Apparently they were taken from a track of odd 1300s which had been in storage. In November, when the other storage cars went into service, 1340 took the place of 1341 for the Penn-Fremont pullouts. These did not run in the summer.

In Sept. 1940, 1339 was noted on Penn one night only; in Oct. both 1339 and 1340 were used, and one day after the blizzard, Nov. 14, 1340 made two trips on Penn instead of the usual single trip.

GATECAR STORAGE. During the summers of 1939-1941, North Side stored about half its gatecars, Snelling stored some, and for some months Lake St. and Nicollet stored all their gatecars. East Side usually stored most of the 1300 gatecars, but not all. The most notable cars were 1452 and 1460, stored at Lake in summer of 1939, and not used again until the U.S. got into the war, when both were rehabilitated in winter of 1941-1942. In August 1941, 1412 was noted standing in the place of old 813 as switch-shack at Lake St, but it went into service that winter, and sometime later a coop was built for the switchman.

1-22-40: 1369 1453 1463 were transferred, Lake to East Side.

1146-1149 were scrapped in Oct. 1941, and 1345-1348 became the regular Inter Campus cars. (Note next item is earlier.)

About the end of November 1940, with the end of the Franklin Ave. line, East Side transferred 1349 1350 1369 1453 1463 to North Side.

Early in December 1940, East Side ceased running Penn-Fremont pullouts, and put their own signs back in 1339 and 1340. Lake St. commenced running afternoon rush pullouts on Chicago, and for that 1351 1369 1379 1445 were transferred from North Side to Lake St, retainin their North Side signs that winter, but never returning to North Side. Late in Nov. 1941, Lake St. resumed these winter pullouts again, but with cars 1351 1416 1418 1455, used all through 1942.

In May 1942, five Snelling gatecars were rebuilt to one-man cars: 1487 1490 1491 1500 1516.

DEC. 1942 CAR LOCATIONS

EAST SIDE	NICOLLET	NO. SIDE	LAKE ST.	SNELLING
1254	1366	1349-1350	Penn-Fre	1352-1356
1266-1292	1368	1357	1351	1358-1363
1329-1330	1374	1364-1365	1416	1403-1407
1332-1344	1376-1377	1367	1418	1434-1436
Campus	1409-1410	1370-1373	1455	1438-1439
1345-1348	1413	1375	1331	1471-1472
	1421-1423	1378	1369	1474
	1426-1429	1380-1381	1379	1476-1478
	1431-1432	1383	1411-1412	1481
		1399-1401	1414	1483-1484
		1442-1443	1419	1486
		1447	1444-1445	1493
		1453	1452	1514
		1457	1456	
		1463	1458-1461	
		1542	1555	
		1547		
		1563		

In the winter of 1942-1943, in addition to Penn-Fremont cars run by Lake St, some were run by East Side again, for which they put N.S. signs in 1341 1342 1343 1344. In the spring these ceased running from East Side, and a little later none were run from Lake, at which time 1418 was transferred from Lake St. to North Side.

In 1943, Snelling's 1353 was damaged in a collision, and did not run any more. It was scrapped in Oct. 1946.

1275 had to be scrapped in Dec. 1945, after being caught between two other cars in a triple bump on the right-of-way.

In late 1945 or early 1946, 1463 was transferred from North Side to Nicollet, 1349 and 1418 from North Side to Lake, and 1332 from East Side to Lake.

When the downtown stores decided to go on summer hours in 1946, closing at 5:00 instead of 5:30, a terrific riding peak resulted. With every available car already in use, scheduling for this peak was difficult. Generally several 5:30 cars of each line were changed to run through the loop at 5:00, and this resulted in some very heavy loading at 5:30. East Side had to send to the shops the majority of the cars which were due for rehabilitation during the rest of the year. One car was transferred (in June): 1442 from North Side to East Side.

Late in the war, or shortly after it, 1329 and 1330 were equipped to run as Campus cars with 1345-1348.

With arrival of the 40 Interurban PCCs in late 1946 and early 1947, the biggest changes in years were made to the assignment. Snelling transferred 16 button cars, and 16 gatecars on dates listed:

1352 to ES Dec 20
1354 to ES Dec 20
1355 to ES Jan 7
1356 to Nic Dec 20
1358 to Nic Dec 20
1359 to Nic Jan 18
1360 to NS Dec 17
1361 to NS Dec 17
1362 to NS Dec 17
1363 to NS Mar 10
1403 to ES Jan 18
1404 to ES Jan 7
1405 to ES Jan 7
1406 to LS Dec 17
1407 to LS Dec 17
1434 to LS Dec 17

The North Bryant line was abandoned Aug. 2, 1947. An order of Aug. 4 transferred 1447 1453 1457 from North Side to Lake St.

ARRIVAL OF PCCs 340-389, first one in service at Nicollet Aug. 18. There seems to have been no definite car transfer plan at first, but Nicollet was to transfer all its gatecars "pending retirement". From Aug. 21 to 26, they sent 1358 1359 1368 1376 1421 1426 1429 1463 to NorthSide storage. --An order of Sept. 16 said these were to be stored at Lake: E.S. 1347, and Lake's 1407 1419 1434 1444 1447 1452 1456 1457; following Nicollet cars were transferred to Lake as replacements for cars put in storage: 1366 1374 1377 1410 1413 1422 1427 1431. (I saw all these in service at Lake in Sept. and Oct. except 1374 & 1377.)

Night of Sept. 23, Nicollet sent its last gatecars 1356 1409 1423 1428 1432 to Lake St "pending retirement". --The same day, company noted some of stored cars were in better condition than some that were running; they ordered 1426 from North Side to Lake "to be maintained for operation"; 1444 and 1457 to come out of Lake storage and be maintained; 1374 1377 1410 to be stored at Lake instead and to be retired later. Thus the official storage at Lake was: 1356 1374 1377 1407 1409 1410 1419 1423 1428 1432 1434 1447 1452 1456.

At Oct. 14 union meeting, there were complaints about Nicollet not having any gatecars.

N.S. put 1359 and 1463 in service in late Sept., and 1429 Oct. 6, all on pullouts with blank signs; these three got N.S. signs on Oct. 17 & 18. On Nov. 3 N.S. signs went in 1358 & 1376, returning to service. Lake had probably not stored everything as listed on official list above; at least 1356 was running there (seen Nov. 4).

Then Nicollet got gatecars back, some sent at random, some on an official order which gave them only cars that were previously theirs. First seen back at Nic (Oct 31) was 1407 (from storage), 1428 Nov 7 from storage (but this was later burned), and also sent at random were 1374 1410 1428 1444 1452 all probably from storage, also Lake's 1453 (ex-N.S. car). --Official order of Nov 7: 1359 N.S. to Nic (for 1801); stored 1366 1409, used 1356 1413 Lake to Nic (for 1685 1728 1778 1790). --Order of Nov. 28, after end of scrapping: 1453 Nic to N.S., 1358 1376 1429 1463 N.S. to E.S; see one-man cars also. Then N.S. put 1421 in service Dec 3, 1453 Dec 4, 1368 Dec 5. Lake St. put stored cars 1377 1419 1423 1432 back in service there.

Transfer ordered 12-29-47: 1474 Snelling to Lake, because it had been on the scrap list and had not got a 1948 license.

Lake's 1349 had been rebuilt to supply car #97. 15 gatecars had been scrapped, instead of 50 as planned: Nic's 1428; E.S. 1334; N.S. 1361 1363 1365 1372; Snell 1477 1481 1484; Lake's 1331 1414 1434 1445 1447 1456, of which three were on storage list above.

CAMPUS CARS. In the first part of 1948 or perhaps a bit earlier, during a very cold winter, 1266-1269 were equipped for the Inter Campus line. The 1300 Campus cars continued to be used there later in 1948. 1330 was damaged in an accident on the Campus line and had to be scrapped in April 1948. (I believe it was Dec. 1949 that 1270-1271 were equipped for Campus. At that time 1329 went to Lake and lost its register, 1347-1348 were said to have gone to Lake and soon returned to E.S., 1345-1346 did go to N.S. Of these, 1345, 1347-1348 retained their registers long after. Charlie Sulzbach told me in Feb 1950 of the equipping of 1270-1271 with registers.)

APRIL, 1948 LOCATIONS: 125 GATECARS

EAST SIDE	NICOLLET	NORTH SIDE	LAKE ST.	SNELLING
1254	1356	1350	1332	1435-1436
Campus	1359	1357	1351	1438-1439
1266-1269	1366	1360	1369	1471-1472
1270-1274	1374	1362	1377	1476
1276-1292	1407	1364	1379	1478
1333	1409-1410	1367-1368	1406	1483
1335-1344	1413	1370-1371	1411-1412	1486
Campus	1444	1373	1416	1493
1329	1452	1375	1418-1419	1514
1345-1348		1378	1422-1423	
1352		1380-1381	1426-1427	
1354-1355		1383	1431-1432	
1358		1399-1401	1455	
1376		1421	1457-1461	
1403-1405		1443	1474	
1429		1453	1555	
1442		1542		
1463		1547		
		1563		

In February 1948, Lake St. was still complaining about having too many gatecars, and the union took it up with the company. April 14, Lake sent 1406 1411 1412 1416 1418 to Snelling for five one-man cars, and later in 1948 they sent 1460 1461. Snelling used all of these in regular service; they already had 1948 St. Paul licenses.

Early in November 1948, North Side loaned 1360 and 1380 to East Side, where they were used about a month with blank signs. After some button car transfers, they were sent on Dec. 1 to Nicollet, where they ran regularly all winter.

NEW PCCs ~~39~~ 390-414 arrived in June and July 1949. Nicollet's 1380 and 1444 had been dropped from service about in April; 1444 went to shops damaged, 1380 became construction office over there. In July Nicollet sent 1366 1407 1409 1410 to N.S. for service, and 1356 1359 to N.S. for temporary storage.

Tentative scrap list of May 27, 1949 listed 50 cars to be scrapped, but only 49 were on list (I assume 1403 should have been 50th one.) Three cars retired were not on list of 50: 1337, rear end damaged when 1281 hit it; 1431, cab burned in fire on Selby-Lake line; and 1374, one of the three cars made into track dept. sheds (1354 and 1476 were others).

THE 1949 scrapping actually included pups 1, 2, 3; and 43 gatecars, scrapped from July to December. At the beginning of the program, when new PCCs were also coming in, and regular rehabilitation was going on full blast, the yard tracks at Snelling were all being re-laid, and the place was rather crowded. In late June, some cars to be scrapped were sent to Lake St. for storage for a while: 1438 and 1486 from Snelling, and 1354 1329 1358 1403 1429 from East Side.

The 43 cars scrapped were:

East Side's 1333 1336 1337(damaged, not on scrap list)
1344 1352 1354(from Lake, made into shed) 1358(from Lake)
1405 1442 1463
Nicollet's 1356 and 1359(both after N.S. storage) 1360 1374(shed)
1380(Snell. construction office for building of bus shops)
1413 1444(slightly damaged) 1452 (1374 not on scrap list)
No. Side's 1371 1373 1378 1399 1421 1443 1453 1547
Lake St's 1332 1377 1379 1431(damaged, not on scrap list)
1432 1455 1458 1474
Snelling's 1406 1411 1412 1435 1438(from Lake storage) 1471
1476(shed) 1486(from Lake storage) 1493

Seven cars which were supposed to be scrapped were instead repaired North Side fixed up 1364 and 1368. Lake St. fixed up (for themselves) their own 1427 and 1457, and ex-East Side cars 1329 1403 1429. Of the seven cars, all went back in service, except 1368.

Oak-Harriet went all one-man on Oct. 31, 1949. Many transfers were made about Nov. 15, for new car assignment which gave East Side more one-man cars. East Side sent 1342 1343 1345 1346 to North Side, 1335 1338 1339 1340 1341 to Lake St.

At same time, North Side sent 1350 1368 1400 to Snelling, and Lake sent 1419 over there, all for storage. That winter, Snelling ran 1419 with its old 1947 St. Paul license (as well as continuing to use ~~their~~ their own 1416 1418 1460 1461.)

The cars selected for scrapping in ~~199~~ 1949, were those whose rehabilitation was overdue. "Newer" cars, and all electric heat cars, were automatically kept in service. 50 cars were to be scrapped, but the last seven got a reprieve when winter approached, and were fixed up again: 1329 1364 1368 1403 1427 1429 1457. In the case of 1368, it was cleaned up and all "borrowed" parts restored, including all the curtains and many seats, but it never actually returned to service.

1383, 1410, and 1563, stored in the summer of 1949, never went back into service.

1949-1950 WINTER: 82 GATECARS (6 cars marked stored)

NORTH ~~EAST~~ SIDE	EAST SIDE	LAKE ST.	SNELLING
1342-1343	1254	1329	1350 s
1345-1346	1266-1274	1335	1368 s
1357	1276-1292	1338-1341	1400 s
1362	1347-1348	1351	1416
1364	1355	1369	1418-1419
1366-1367	1376	1403	1436
1370	1404	1422-1423	1439
1375		1426-1427	1460-1461
1381		1429	1472
1383 s		1457	1478
1401		1459	1483
1407		1555	1514
1409			
1410 s			
1542			
1563 s			

None were scrapped in 1950, but that summer, by September, all had gone into storage, except the electric heat cars at East Side.

On Nov. 17, 1950, new company assignment list called for these transfers for the winter: COMO-HARRIET MADE 1-MAN MID-DAYS, NOV. 20, 1950.

1277 1278 1279 1280 1281 1282 1283 1284 E.S. to Snelling; they were not used there, and by Dec. 30 were transferred to Lake St., who used them the rest of the winter.

1285 1286 1287 1288 1289 1290 1291 1292 E.S. to Snelling; these competed with the PCCs on Interurban (helped them out when the winter really got bad).

1416 1436 1460 1461 1472 1478 1483 1514 Snelling to Lake; in addition, 1418 and 1439 went over; and these ran through the winter.

Meanwhile Lake St. had returned at least 1422 1423 1426 to service in November; when they got the 1200s from Snelling late in December, they sent 1329 1423 1422 1426 1555 to Snelling, and these five never operated again.

In December, North Side returned 9 gatecars to service for the winter; and that winter East Side had to use all the cars they had left.

IN SERVICE, EARLY 1951 WINTER -- 51 cars

EAST SIDE	NORTH SIDE	LAKE ST.	SNELLING
1254	1342	1277-1284	1285-1292
1266-1271	1345	1416	
Campus	1357	1418	
1272-1274	1367	1436	
1276	1370	1439	
1347-1348	1381	1460-1461	
1355	1401	1472	
1376	1407	1478	
1404	1409	1483	
		1514	

That winter saw the last real service by gatecar. They were on day runs regularly on Selby-Lake. On Chicago, they ran only rush hours, but even with only nine, there seemed to be one around all the time. These nine cars served the whole winter, up to June, without once having to go to the shops for any repairs. On the Harriet lines, the gatecars were the least noticeable. By summer, only the Campus cars were running. 1271 was stored, but brought out and really spruced up for the last railfan run to Mahtomedi in October.

In slow, easygoing fashion, the shops scrapped 12 gatecars during the year, mainly because they needed certain parts: 1329 1350 1368 1400 1419 1555, which had deteriorated standing around Snelling; then in November, Lake's 1341 and 1427, and North Side's 1364 1381 1542 1563.

In September, Lake sent 1351 and 1369 to Snelling for storage.

The next winter, 1951-1952, there was a severe car shortage, but there was so little two-man service left, that the gatecars were hardly any help. Comos running to St. Paul were two-man during the rush hours, and East Side returned 1271, 1272, 1273, 1276 & 1254 to service. Lake St. used 1277-1284. At Snelling, 1292 was used some for training students in 1952.

In the summer of 1952, we said our last goodbye to 64 gatecars: (after which things were never the same again):

North Side's 1342 1343 1345 1346 1357 1362 1366 1367 1370 1375
1383 1401 1407 1409 1410
East Side's 1254 1272 1273 1274 1276 1347 1348 1355 1376 1404
Lake St's 1277 1278 1279 1280 1281 1282 1283 1284 1335 1338
1339 1340 1403 1416 1418 1429 1436 1439 1457 1459
1460 1461 1472 1478 1483 1514
Snelling's 1285 1286 1287 1288 1289 1290 1291 1292 1351 1369
1422 1423 1426

The next winter, only 1266-1270 were running on Campus. In May, 1953, 1271 accompanied other East Side storage cars to Snelling, making room for Nicollet PCCs expected soon. It was burned in July.

In June, 1953, 1267 was called in from service, and presented to the Seashore Electric Railway as a museum piece. In July, the body of 1268 was given to Father Nolan in Robbinsdale. 1266 was damaged and went out of service in October, as did 1270, crippled in November.

1269 is still running in January, 1954.

ONE / TWO
MAN CARS

PART IV. THE STANDARD ONE-MAN/TWO-MAN CARS

One-man service in the Twin Cities began in 1930, on the Cedar Ave. shuttle and the Broadway, Bryn Mawr, and Franklin-11th lines. These lines used lightweight cars.

1854 was the first standard car rebuilt for one-man service, on May 20, 1931. It was no doubt tried out on one of the above-named lines. 1328 was rebuilt next, and went to North Side on June 30. In October it was transferred to Nicollet, and joined 1854 there.

Of course all standard one-man cars continued to be used often in two-man service also. Later, after Duluth Station lost all its two-man work in 1938, bell cords and conductors' supply boxes were removed from the cars there; and the same was done at Nicollet after 1949. Getting down toward the end of everything, the East Side markup man in 1954 had to make out a list of cars still equipped with bell cords, so he would put the right ones on two-man Como runs. But a lot of things happened between 1931 and then.

Having got the two test cars equipped satisfactorily, the company built 35 more one-man cars in 1931:
1322 1323 1324 1325 1326 to Nicollet, 10-20-31.
1319 1320 1321 1327 to Nicollet, 10-30-31.
Glenwood-4th Ave. night and owl cars went one-man on Nov. 3.
1317 1318 to North Side Oct. 30.
1313 1314 1315 1316 to East Side Oct. 30.
1304 1305 1306 1307 1308 1309 1310 1311 1312 to East Side Oct. 30.
1303 to Lake St. Oct. 30.
1298 1299 1300 1301 1302 to Lake St. Nov. 24.
1293 1294 1295 1296 1297 to Lake St. Nov. 27.
On Dec. 1, night runs and owls on Bloomington-Col. Hts. and Kenwood-E. 25th, both shared by East Side and Lake, went one-man; and so did St. Louis Park night runs, and the Oak-Harriet owl.

Lightweight cars in one-man service at this time should be remembered. All of them ran one-man by February, 1932, and so on Feb. 15, Kenwood-E. 25th and St. Louis Park got one-man mid-day service, and Robbinsdale went one-man mid-day and nights. About this time, 1302-1303 were transferred from Lake to North Side, and 1316 from East Side to North Side, where they became regular Robbinsdale cars. Some 2000s were transferred about, and on March 16, Grand-Monroe went one-man mid-days and nights, as did the Snelling Crosstown line on April 1, 1932, the first one-man service in St. Paul.

Cars to to rebuilt to one-man were selected from those which were soon due for their regular rehabilitation, instead of being taken in car number order. 100 more were built in 1932.

1765 1770 1774 1786 1834 to Lake April 2.
1710 1727 1729 to Lake April 6.
1802 1819 to North Side April 6.
1669 1675 to East Side April 12.
1760 to Lake April 12.
1800 1806 to North Side April 12.
1788 to Lake April 13.
1791 1816 1817 1821 to North Side April 13.
On April 16, one-man mid-day and night service began on 28 Av. S.-N. Emerson and 34 Av. S.-N. Bryant, shared by Lake and North Side.

While the cars were in the shops, the Superintendent planned their assignment, and when enough cars were out, more one-man service was added on the lines. Few one-man cars were provided as spares the first couple of years, as it was simple enough, when necessary, to send a gatecar with a conductor out on a one-man line. On lines two-man in the rush hour, night runs could start out with a gatecar, then make a car change when other cars had pulled in. This was common for a few years on Chicago-Penn-Fremont, and was even observed once in 1947.

In the majority of cases, one-man cars remained for 15 to 20 years at the stations to which they were first assigned. Of twenty cars listed above, thirteen had remained at those same stations until disaster (1834) or the 1949-1950 transit readjustments dislodged them.

1717 1752 1782 1805 1820 to East Side April 29.
1779 1850 to East Side May 6.
1767 1789 1841 to Nicollet May 6.
1780 1807 1842 1846 to North Side May 10.
1734 to Lake St. May 10.
1726 1746 1792 1830 to Lake St. May 11.
1843 to Nicollet May 11.
Bloomington-Col. Hts. and Glenwood-4th Ave. went one-man Sundays on May 1, and mid-days May 16.

Rice-Stryker went one-man mid-day and nights on June 1; for this some extra 2000s were transferred to Duluth.

1721 1778 1828 1844 1847 to Nicollet May 20 & 21.
1735 to Nicollet May 24.
1705 1741 1756 1798 to Snelling May 23 & 24.
On June 1, owl cars went one-man on 7th-Minnehaha-Plymouth, Chicago-Penn-Fremont, Nicollet-2nd St., and Bryant-Johnson.
On June 26, Bryant-Johnson, Chicago-Penn-Fremont, and 34 Av.S.-N. Bryant went one-man on Sundays.

NEW 1932 CARS (CONTINUED)

1733 1738 1840 1853 to Snelling June 2.
1737 to Duluth June 2.
1709 1711 1766 1811 1813 to Duluth June 3.

On June 6, Dale-Phalen went one-man mid-days and nights, (Snell-Dul).

1700 1718 1730 1803 1845 to Snelling June 10-11.
1731 1763 1764 1769 1781 to Snelling June 13-15.

On June 16, Hamline-So. Robt. went one-man mid-days and nights, (all Snelling Station).

1702 1743 1772 1797 1851 to Duluth June 22-23.
1751 1833 1836 1837 1848 to Duluth June 23.

The South St. Paul line may have got some one-man service at this date, or it may have been deferred to July 13, when the line was once again hooked up to be Rice-So. St. Paul.

Robbinsdale went completely one-man on July 1 (rush hours added). Perhaps at this time, 1805 1820 1850 were transferred, East Side to North Side.

1713 1719 1723 1739 1761 to Duluth July 1.
1762 1768 1796 1771 1818 to Duluth July 1.
1722 1812 1839 to Duluth July 7.
1793 1794 to Snelling July 12.
1715 1716 1757 1736 1832 to Snelling July 12.

The 100-car order was now complete.

St. Paul line changes of July 13 should be noted: Duluth's South St. Paul, all 2-man (prob.), became Rice-So. St. Paul, 2-man in rush only. Duluth's Rice-Stryker, 2-man in rush only, became Jackson-Stryker, all 2-man, using old narrow cars, now sent over from Snelling. Snelling's Western-Jackson dwindled to just Western Ave., now probably a 2-man shuttle with, say, car 847. But in June the rebuilding of narrow Jackson cars to one-man had been authorized, as well as a one-man double-ender, 1129, for Western; and on July 25, rebuilding of # 3 to one-man was authorized on account of "shuttle service for Merriam Park". When these cars were ready in September, the lines all went one-man, except that Merriam Park kept two-man service, running through to the loop, during rush hours, as long as the line lasted.

More one-man service: \mid-days and nights
July 13, Rondo-Maria; ~~which~~ probably got 2000s of rerouted Rice-Stryker.
July 18, St. Clair-Payne (Snell-Dul) mid-days and nights.
July 16, Miss-Cher.Hts owl; July 17, Rand-Maht. & 7th-Hope owls.
July 11, Miss-Cher. Hts Sundays, ditto Rand-Maht; July 24, Grand Av. Sund

On Sept. 11, Grand-Mahtomedi became Grand Ave; Randolph-Hope became Randolph-Mahtomedi (above should be corrected); 7th-M'haha-Plymouth added Hope St. to the line. Probably same amount one-man as before.

On Oct. 2, 1811-1813 were transferred from Duluth to Snelling, and on Oct. 3, Grand Ave. went one-man mid-days and nights.

On Nov. 21, St. Louis Park added 1-man rush service (now all 1-man).

Transferred during 1932: 1797 Dul to E.S., 1798 Snell to E.S.; 1789 Nic to Lake, 1305 ES to Lake.

ONE-MAN CARS

1932
DEC. 31, [illegible] ASSIGNMENT (Also see lightweights)

EAST SIDE	NICOLLET	NORTH SIDE	LAKE ST.	SNELLING	DULUTH
1304	1319-1328	Robb.	1710	1700	1702
1306-1315	1721	1302-1303	1726-1727	1705	1709
1669	1735	1316-1318	1729	1715-1716	1711
1675	1767	1780	1734	1718	1713
1717	1778	1791	1746	1730-1731	1719
1752	1828	1800	1760	1733	1722-1723
1765	1841	1802	1770	1736	1737
1779	1843-1844	1805-1807	1774	1738	1739
1782	1847	1816-1817	1786	1741	1743
1797-1798	1854	1819-1821	1788-1789	1756-1757	1751
		1842	1792	1763-1764	1761-1762
		1846	1830	1769	1766
		1850	1834	1781	1768
			1293-1301	1793-1794	1771-1772
			1305	1803	1796
				1811-1813	1818
				1832	1833
				1840	1836-1837
				1845	1839
				1853	1848
					1851

100 NEW CARS -- 1933

1826 to Duluth March 3.
1654 1655 1809 1825 to Duluth March 29.
1835 1849 to Duluth March 29.
1656 1657 1658 to Nicollet March 29.

On April 1, Mississippi-Cherokee Hts. (all Dul. Sta.) went all one-man (had been one-man only owls and Sundays).

APRIL 3, TRANSFER: 1654, 1655 Duluth to North Side
1809, 1825 Duluth to Snelling

Replacing these, Duluth got 2000s from Lake, so that Rondo-Maria could be run with 100% 2000-type cars.

On April 3, add Rondo-Maria one-man rush hours (now all 1-man) (all Dul)
On April 4, add Snelling Ave. 1-man rush hours (now all 1-man) (all Sn.)

1706 1707 1708 1712 1714 to Snelling April 10-11.
1679 1687 1689 1690 to Duluth April 11.
1688 to Nicollet.April 11.

On April 13, add Dale-Phalen 1-man rush hours (now all 1-man)(Dul-Snell)

1801 1804 1808 1838 1852 to Nicollet April 20.
1823 1824 1827 1829 1831 to Nicollet April 24.

On May 1, add Nicollet-2nd St. one-man, nights and Sundays.

NEW 1933 CARS (CONTINUED)

1662 1682 1685 1704 1744 to Nicollet May 4.
1753 1759 to Nicollet May 4.
1799 to East Side May 4.
1680 1681 to Lake St. May 4.
1668 1677 to East Side May 16.
1663 1666 1667 to North Side May 16.
1664 1665 to North Side May 17.
1659 1660 1661 to Lake St. May 17.
On May 19, Bryant-Johnson (Nic & E.S.) went 1-man mid-days and nights.

Sometime during 1933, 1305 transferred, Lake to East Side.

1692 1695 1697 1698 1699 to Lake St. May 26.
1701 1703 1720 1724 1725 to Lake St. May 26.
On June 1, add 28th-Emerson 1-man in rush (all 1-man) (N.S.-Lake)

1686 1691 1693 1694 1696 to Lake St. June 6.
1674 1676 1678 1683 to North Side June 15.
1684 to Nicollet June 15.
On June 19, add 34th-Bryant 1-man in rush (all 1-man) (N.S.-Lake),
and Kenwood-25th 1-man in rush (all 1-man) (Lake-E.S.)
1670 1671 1672 1673 to East Side June 15-16.
1728 to Nicollet June 16.
Ordered June 14, TRANSFER 1324-1328, Nicollet to East Side.

1732 1810 1814 1815 1822 to Snelling June 16.
1740 1742 1745 1747 1748 to Snelling June 27.
On July 1, add Grand Ave. 1-man in rush (all 1-man) (all Snell.)

1754 1755 1758 1773 to East Side June 28.
1790 to Nicollet June 28.
1795 to Nicollet June 30.
1785 1787 1783 1784 to Lake St. June 30.
1749 1750 1775 1776 1777 to East Side June 30.
Order of 100 cars now completed.
On July 3, add Bloomington-Col. Hts. 1-man in rush (all 1-man)(Lake-E.S.

1933, unknown dates, transfer 1765, 1776 E.S. to Lake.

July 11, transfer: 1717 1775 East Side to Snelling
1797 1798 East Side to Duluth
1760 1770 Lake St. to Duluth
1817 1819 1850 North Side to Duluth
On July 13, add St. Clair-Payne 1-man in rush (all 1-man) (Dul-Snell)

K&M Division
Torrance, Calif. 90503
POLY-VU

35 NEW CARS, 1933

This second order for one-man cars in ~~1935~~ 1933 was not accompanied by any special increase in one-man service. The cars provided extras for the winter; earlier there had been almost no allowance for spare one-man cars.

1551	1552	1556	1559	1548	to Nicollet Aug. 18.
1540	1541	1543	1544		to Snelling Aug. 21.
				1538	to Lake St. Aug. 21.
1565	1566	1567	1560		to Nicollet Aug. 31.
				1569	to East Side Aug. 31.
1570	1571	1572	1574	1598	to East Side Sept. 1.
1577					to East Side Sept. 13.
	1578	1579	1580	1581	to North Side Sept. 13.
1582	1583	1587	1589	1591	to North Side Sept. 22.
1593	1594	1596	1597	1575	to North Side Sept. 22.

End of new cars for 1933.

Nov. 29, Transfer: 1314-1315 East Side to Snelling
1317-1318 North Side to Snelling
1319-1320 Nicollet to Snelling

Dec. 16, Transfer: 1565-1567 Nicollet to Lake
1540-1541, 1543 Nicollet to Snelling
1821, 1842, 1846 North Side to Snelling
(Gatecars exchanged for cars transferred Dec. 16).

Dec. 27, temporary transfers:
1745 1813 Snelling to Duluth
1567 Lake~~x~~ to East Side
1843 Nicollet to East Side

JAN. 1, 1934 CAR LOCATIONS:

EAST SIDE	NICOLLET	NORTH SIDE	LAKE ST.	SNELLING	DULUTH
1304-1313	1321-1323	Robb.	1293-1301	1314-1315	1679
1324-1328	1544	1302-1303	1538	1317-1320	1687
1569-1572	1548	1316	1565-1567	1540-1541	1689-1690
1574	1551-1552	1575	1659-1661	1543	1702
1577	1556	1578-1583	1680-1681	1700	1709
1598	1559-1560	1587	1686	1705-1708	1711
1668-1673	1656-1658	1589	1691-1699	1712	1713
1675	1662	1591	1701	1714-1718	1719
1677	1682	1593-1594	1703	1730-1733	1722-1723
1749-1750	1684-1685	1596-1597	1710	1738	1737
1752	1688	1654-1655	1720	1736	1739
1754-1755	1704	1663-1667	1724-1727	1740-1742	1743
1758	1721	1674	1729	1745	1751
1773	1728	1676	1734	1747-1748	1760-1762
1776-1777	1735	1678	1746	1756-1757	1766
1779	1744	1683	1765	1763-1764	1768
1782	1753	1780	1774	1769	1770-1772
1799	1759	1791	1783-1789	1775	1796-1798
	1767	1800	1792	1781	1817-1819
	1778	1802	1830	1793-1794	1826
	1790	1805-1807	1834	1803	1833
	1795	1816		1809-1815	1835-1837
	1801	1820		1821-1822	1839
	1804			1825	1848-1851
	1808			1832	
	1823-1824			1840	
	1827-1829			1842	
	1831			1845-1846	
	1838			1853	
	1841				
	1843-1844				
	1847				
	1852				
	1854				

Feb. 7, 1934, transfer: 1311-1313 E.S. to Duluth; 1299-1301 Lake to Sn.

100 NEW ONE-MAN CARS, 1934

1495 to Snelling March 20.
1600 1602 1603 1605 1607 to Nicollet April 23.
On April 23, add Glenwood-4th Ave. 1-man in rush (all 1-man) (all Nic.)

1609 1611 to North Side April 30.
1612 1613 1614 to Lake St. April 30.
1641 to Nicollet May 5.
1626 to Nicollet May 6.
1615 1616 1620 1621 to Lake St. May 6.
On May 14, add 1-man night runs on Chicago-Penn-Fremont (N.S.)

NEW 1934 CARS (CONTINUED)

1499 to North Side May 16
1584 to Lake St. May 16
1496 1506 1507 to Snelling May 16
1508 1518 1535 1536 to Snelling May 25
1586 1588 1619 to Lake St. May 31
1645 1646 to Nicollet May 31
On June 11, add Hamline-So. Robt. 1-man in rush (all 1-man) (all Snell)

1638 1640 1643 1644 1649 to Nicollet June 12

NOTE: UP TO THIS POINT in 1934, ALL NEW CARS (exception: 1607) were returned to the stations from which they had come as gatecars. (35 extra cars rebuilt late 1933 provided enough for early increase in 1-man on 4th Ave. and Chicago). From this point on, new cars are specially assigned:

1628 1629 1633 1634 1635 to Duluth June 18.
On June 19, add Rice-So. St. Paul 1-man in rush (all 1-man) (all Dul).

1522 1524 1527 1529 1557 to East Side June 28
1533 1573 1576 1590 1595 to Nicollet June 29
On July 2, add Bryant-Johnson 1-man in rush (all 1-man) (Nic-E.S.)

1531 1528 1545 to East Side July 3
1539 1585 to Nicollet July 3
1546 1549 1558 1564 1568 to Nicollet July 7
On July 9, add Grand-Monroe 1-man in rush (all 1-man) (Nic-E.S.)

Transferred July 2 & 3: 1314-1315, 1717 Snelling to East Side
1319-1322 Snelling to Nicollet (I last listed 1321-1322 at Nic)
This in connection with transfers of 2000s.

1648 1650 1651 1652 1653 to Duluth July 20 (but 1648 transferred to Nicollet by end of year)
1465 1466 1467 1469 1470 to Duluth July 28
1475 1479 1627 1630 1631 to Duluth Aug. 6
(Duluth now transferred away most of its gatecars).
1519 1520 1521 1530 1550 to Duluth Aug. 14
1553 to Duluth Aug. 23
1494 1554 to Snelling Aug. 23
1639 1647 to Lake St. Aug. 23
1636 1637 1642 to Lake St. Aug. 30
1625 1632 to Nicollet Aug. 30
1502 1515 1517 1599 to Snelling Sept. 5
1482 to East Side Sept. 5
1488 to East Side Sept. 6
1480 to North Side Sept. 6
1498 1512 to Snelling Sept. 6

On Sept. 8 Randolph-Mahtomedi went 1-man mid-days & nights (Dul-Snell) (Note Mahtomedi cars. Some gatecars & suburban cars still on in rush. Snelling probably equipped 1800s with flag brackets at this time. Duluth's 1600s of this date NOT eqipped. Suggested: electric-heat cars, or 1400s, 1500s, some of which were later transferred away.)

On Nov. 10, 1934, the Interurban, Como-Harriet, and Selby-Lake owls went one-man.

Transfer in 1934, date unknown, perhaps about time of similar transfer in early July: More likely AFTER Oct. change, this would give E.S. some electric heat cars again.

1299-1301, 1317-1318 Snelling to East Side
1311 Duluth to East Side
1323 Nicollet to East Side

Oct. 2, 1934 transfer order (some cars not transferred until Nov.):
East Side to Duluth:
1304-1310 1314-1315 1324-1327 (probably all E.S. electric heat cars except 1328). Were these for Mahtomedi?
Duluth to East Side:
1550 1553 1679 1687 1689-1690 1760 1770 1797-1798
1817 1819 1850

The selection of which cars Duluth would transfer requires special explanation. Assignments of cars were sometimes made yearly, some~~thi~~times years apart. Each week, stations make out reports of cars assigned to them, with separate listing of cars they have loaned to other stations, and separate list of cars they have "borrowed" from other stations. Thus, until a new assignment is made, a car that has been transferred continues to be listed as "borrowed", sometimes for years.

Compare the 13 cars transferred from Duluth with list of cars located at Duluth Jan. 1, 1934. It seems odd that such scattered 1700s, 1800s, etc., should be picked out. Then compare with the Dec. 31, 1942 "official assignment". Using that assignment, and the weekly equipment reports, it can be seen that the Superintendent ordered Duluth to transfer cars which had only been "borrowed" by Duluth. If the cars had been officially re-assigned on Jan. 1, 1934, then this transfer order would have been very much different.

Other 1934 transfers, date unknown:
1543, Snelling to Lake
1648, Duluth to Lake
1659-1661, Lake to Nicollet

In addition there are three rather "phony" deals. When cars are traded between stations in car changes on a line, they must be listed "borrowed" and "loaned", but they are usually returned quite soon. The following may be assumed caused by car changes:
1686 Lake to North Side
1593 North Side to Lake
1671 East Side to Lake

In making a new assignment list for 12-22-34, all cars were assigned to the station they were actually at according to the latest equipment report, and so three cars above were assigned to new stations. But perhaps before the new assignment was even sent out, the three cars above were sent back to their original stations, where they stayed.

ONE-MAN CARS

DEC. 22, 1934 ASSIGNMENT

EAST SIDE

1299-1301
1311
1317-1318
1323
1328
1482
1488
1522
1524
1527-1529
1531
1545
1550
1553
1557
1569-1572
1574
1577
1598
1668-1670
1672-1673
1675
1677
1679
1687
1689-1690
1717
1749-1750
1752
1754-1755
1758
1760
1770
1773
1776-1777
1779
1782
1797-1799
1817
1819
1850

NICOLLET

1319-1322
1533
1539
1544
1546
1548-1549
1551-1552
1556
1558-1560
1564
1568
1573
1576
1585
1590
1595
1600
1602-1603
1605
1607
1625-1626
1632
1638
1640-1641
1643-1646
1649
1656-1662
1682
1684-1685
1688
1704
1721
1728
1735
1744
1753
1759
1767
1778
1790
1795
1801
1804
1808
1823-1824
1827-1829
1831
1838
1841
1843-1844
1847
1852
1854

NORTH SIDE

Robb.
1302-1303
1316
1480
1499
1575
1578-1583
1587
1589
1591
1594
1596-1597
1609
1611
1654-1655
1663-1667
1674
1676
1678
1683
1686 soon
ret.to LS
1780
1791
1800
1802
1805-1807
1816
1820

LAKE ST.

1293-1298
1538
1543
1565-1567
1584
1586
1588
1593 soon
ret.to NS
1612-1616
1619-1621
1636-1637
1639
1642
1647-1648
1671 soon
ret.to ES
1680-1681
1691-1699
1701
1703
1710
1720
1724-1727
1729
1734
1746
1765
1774
1783-1789
1792
1830
1834

SNELLING

1494-1496
1498
1502
1506-1508
1512
1515
1517-1518
1535-1536
1540-1541
1554
1599
1705-1708
1712
1714-1716
1718
1730-1733
1736
1738
1740-1742
1745
1747-1748
1756-1757
1763-1764
1769
1775
1781
1793-1794
1803
1809-1815
1821-1822
1825
1832
1840
1842
1845-1846
1853

DULUTH

1304-1310
1312-1315
1324-1327
1465-1467
1469-1470
1475
1479
1519-1521
1530
1627-1631
1633-1635
1650-1653
1702
1709
1711
1713
1719
1722-1723
1737
1739
1743
1751
1761-1762
1766
1768
1771-1772
1796
1818
1826
1833
1835-1837
1839
1848-1849
1851

1935 TESTS. In the spring, special tests were made on increasing braking ratios, on account of the increase in speed after installation of field shunts. Test details:

1293 and 1300, with field shunts, given one 12" air cylinder, compared with one 10" in 64 cars, 1254, 1266-1328.

Gatecars 1400 and 1500, without field shunts, tested at Lake St., comparing two 8 1/2" cylinders, with two 7 1/4" cylinders, as then installed in 316 cars, 1329-1644. On May 13, Lake St. returned 1400 to North Side, and 1500 to Snelling.

1700 and 1800, with field shunts, tested at East Side, comparing two 8 1/2" cylinders with two 7" cylinders, as in 210 cars, 1645-1854. With larger brake cylinders, ~~2.4 cylinders wa~~ 2.4 seconds was cut from stopping time when speed was 19.2 m.p.h.

On May 13, East Side was ordered to return 1700 to Snelling, and 1800 to North Side. However, either at this date or a little later, 1700 went to North Side and ~~xy~~ stayed.

On May 18, 1935, North Side's Robbinsdale line was connected at 11th & Hennepin with Lake St's Franklin-11th line, making a single line, Robbinsdale-Franklin, operated now by North Side and East Side. For collection of 3¢ Robbinsdale fare, cars used red, open-top fare boxes. North Side continued to use cars 1302-1303, 1316 regularly; East Side equipped 1482, 1488, 1817, 1819, 1850.

Hopkins and Mahtomedi cars were equipped with red, slot-top fare box, with center slot big enough to take nickels and pennies. A fairly large number of cars had these boxes, perhaps fifty cars at East Side, both gatecars and one-man. Some of these cars were used on St. Louis Park.

1935 -- 100 NEW ONE-MAN CARS -- of which 69 were formerly frontexit cars, and 31 old standards.

1227 1236 1237 1244 1245 to Lake St. June 18.
1408 1430 1433 1454 1501 to Lake St. June 27.
1402 1424 1441 1451 1462 to Lake St. July 2.
1417 1440 1489 1492 1534 to Lake St. July 17.

1608 1610 1617 1618 1623 to Duluth July 25.
1382 1385 1391 1393 1398 to Duluth July 31.
1622 1624 to Duluth ~~July~~ Aug. 13. These 12 equipped with flag brackets at this time or a little later.
1601 1604 1606 to Lake St. Aug. 13.
1437 1446 1448 1450 1485 to Lake St. Aug. 23.
1415 1420 1425 1449 1497 to Lake St. Aug. 29.

Probably about this time, 1566-1567, 1584, 1586, 1588 were transferred from Lake St. to North Side.

NEW 1935 CARS (CONTINUED)

The first 45 cars were specially assigned, but the next 30 were all returned to stations they came from as gatecars:

1513	1523	1525	1526	1532	to Snelling Sept. 10.
1473	1511				to Snelling Sept. 18.
		1464			to Nicollet Sept. 18.
			1468		to Lake St. Sept. 18.
				1537	to North Side Sept. 18.
1503	1504	1505	1509	1510	to Snelling Sept. 28.
1392	1394	1395	1396	1397	to North Side Oct. 18.
1389	1390				to North Side Oct. 19.
		1561	1562	1592	to Lake St. Oct. 19.
1384	1386	1387	1388	1222	to North Side Oct. 29.

While their cars were in for rebuilding, North Side got 1531, 1569, 1571, 1577 from East Side, but all were returned later.

The last 25 new cars were again specially assigned, and those to Duluth got flag brackets either now or a little later:

1239	1241				to Snelling Nov. 6.
		1243			to Duluth Nov. 6.
			1246	1247	to Nicollet Nov. 6.
1249	1250	1251	1252	1253	to Nicollet Nov. 18.
1225	1228	1229	1233		to Snelling Nov. 30.
				1242	to Duluth Nov. 30.
1226					to Snelling Dec. 3.
	1248				to Nicollet Dec. 3.
		1235	1238		to Duluth Dec. 3.
				1240	to Duluth Dec. 6.
1224					to Snelling Dec. 6.
	1219	1220	1221	1223	to Lake St. Dec. 6.

End of order for 100 new cars.

Transferred in 1935, Duluth to Snelling: 1465-1467, 1469-1470, 1475, 1479. This probably was done in June and ~~July~~ July, when some Snelling gatecars were rebuilt and assigned to Lake. Possibly these 1400s were Mahtomedi cars and got replaced at that time with 1600s just rebuilt.

Early 1936 car transfers:
date unknown, 1538, 1543, 1565 Lake to East Side
1-25-36, 1240 and 1393 Duluth to Snelling; these two selected because they were in the shops at the time.
1-27-36, 1242 and 1796 Duluth to Snelling.

Official 2-21-36 assignment follows.

FEB. 21, 1936 ASSIGNMENT

EAST SIDE

1299-1301
1311
1317-1318
1323
1328
Robb-Frank
1482
1488
1522
1524
1527-1529
1531
1538
1543
1545
1550
1553
1557
1565
1569-1572
1574
1577
1598
1668-1673
1675
1677
1679
1687
1689-1690
1717
1749-1750
1752
1754-1755
1758
1760
1770
1773
1776-1777
1779
1782
1797-1799
Robb-Frank
1817
1819
1850

NICOLLET

1246-1253
1319-1322
1464
1533
1539
1544
1546
1548-1549
1551-1552
1556
1558-1560
1564
1568
1573
1576
1585
1590
1595
1600
1602-1603
1605
1607
1625-1626
1632
1638
1640-1641
1643-1646
1649
1656-1662
1682
1684-1685
1688
1704
1721
1728
1735
1744
1753
1759
1767
1778
1790
1795
1801
1804
1808
1823-1824
1827-1829
1831, 1838
1841, 1847
1843-1844
1852
1854

NORTH SIDE

1222
Robb-Frank
1302-1303
1316
1384
1386-1390
1392
1394-1397
1480
1499
1537
1566-1567
1575
1578-1584
1586-1589
1591
1593-1594
1596-1597
1609
1611
1654-1655
1663-1667
1674
1676
1678
1683
1700
1780
1791
1800
1802
1805-1807
1816
1820

LAKE ST.

1219-1221
1223
1227
1236-1237
1244-1245
1293-1298
1402
1408
1415
1417
1420
1424-1425
1430
1433
1437
1440-1441
1446
1448-1451
1454
1462
1468
1485
1489
1492
1497
1501
1534
1561-1562
1592
1601
1604
1607
1612-1616
1619-1621
1636-1637
1639
1642
1647-1648
1680-1681
1686
1691-1699
1701, 1703
1710, 1720
1724-1727
1729, 1734
1746, 1765
1774
1783-1789
1792
1830
1834

SNELLING

1224-1226
1228-1229
1233
1239-1242
1393
1465-1467
1469-1470
1473
1475
1479
1494-1496
1498
1502-1513
1515
1517-1518
1523
1525-1526
1532
1535-1536
1540-1541
1554
1599
1705-1708
1712
1714-1716
1718
1730-1733
1736
1738
1740-1742
1745
1747-1748
1756-1757
1763-1764
1769
1775
1781
1793-1794
1796
1803
1809-1815
1821-1822
1825
1832
1840
1842
1845-1846
1853

DULUTH

1235
1238
1243
1304-1310
1312-1315
1324-1327
1382
1385
1391
1398
1519-1521
1530
1608
1610
1617-1618
1622-1624
1627-1631
1633-1635
1650-1653
1702
1709
1711
1713
1719
1722-1723
1737
1739
1743
1751
1761-1762
1766
1768
1771-1772
1818
1826
1833
1835-1837
1839
1848-1849
1851

1936 NOTES AND TRANSFERS

Duluth's 1610 and 1629 collided head-on on the Omaha RR bridge on the Hazel Park line, and both were scrapped in September.

On July 5, the Minnehaha-7th-Hope interurban line was split into two local lines which were made one-man mid-days and nights: Fort Snelling-Minnehaha-Plymouth (all Lake St.), and Fort Snelling-7th-Hope (all Duluth).

In the spring of 1936, Duluth's 1324 was equipped with the first back-up control device and was transferred to North Side while this was experimented with. On July 27, it was ordered from North Side back to the shops, where the rear-end control was improved, and from there back to Duluth Station. (If my memory serves, these rear-end controls were devised after a pedestrian was killed by a Robbinsdale-Franklin car backing up at 27th & Yale.)

9-3-36: East Side to Lake: 1565 1749 1773
East Side to Nicollet: 1777 1797 1799. All six cars were returned to East Side, 9-19-36. (Transferred for Fair?)

TRANSFERRING ALL ELECTRIC-HEAT STANDARDS TO EAST SIDE.

Posts set between certain tracks at East Side would prevent anyone from getting at the cars on some tracks to fire up the hot-air stoves beneath the cars. In earlier winters, old standard cars could use these tracks, and one could squeeze through from one car into the next, walking through the cars, and fire hot-water stoves in the cabs. Now all these cars were gone from regular service.

So on Oct. 17, 1936, it was ordered that all electric-heat standard gatecars and one-man cars be transferred to East Side. The transferring took place during October, November, December.

Nicollet to East Side: 1319 1320 1321 1322 1854
East Side to Nicollet: 1570 1571 1572 1574 1577

North Side to East Side: 1302 1303 1316
East Side to North Side: 1668 1669 1670

East Side to Lake St: 1717 1749 1773 1776 1777 1779 1782
Lake St. to East Side 1293 1294 1295 1296 1297 1298 1613

Duluth to East Side: 1304 1305 1306 1307 1308 1309 1310 1312 1313 1314 1315 1324 1325 1326 1327
East Side to Duluth: 1393 1522 1524 1527 1528 1529 1531 1538 1543 1545 1550 1553 1557 1565 1569
(also see front exit cars)

Note how most numbers transferred from East Side are selected to fit in with car numbers already at other stations.

North Side lost its electric heat Robbinsdale-Franklin cars, and that line got new cars 1197 1198 1199 1200.

Perhaps Duluth equipped its 1200s for Mahtomedi at this time.

1936- 30 NEW CARS --rebuilt from old single-entrance cars. Numbers were assigned before the rebuilding.

1192 to Nicollet Nov. 17.
1191 to East Side Nov. 19.
1197 to North Side Nov. 20.
1195 1196 to Nicollet Nov. 20.
1193 1194 to Nicollet Nov. 21.
1198 1200 to North Side Nov. 25.
1186 1187 1189 to East Side Nov. 25.
1188 1190 to East Side Nov. 26.
1199 to North Side Nov. 28.
1201 to North Side Dec. 6.
1203 1205 1206 1207 to Lake St. Dec. 6.
1208 1209 1210 to Lake St. Dec. 16.
1211 1213 to Snelling Dec. 16.
1214 to Snelling Dec. 24.
1215 1216 1217 1218 to Duluth Dec. 24.

1197-1200 became North Side Robbinsdale-Franklin cars, and East Side put 1186-1191 on that line, replacing 1482, 1488, 1817, 1819, 1850.
12-11-36, TRANSFER Lake St. to Nicollet: 1601 1604 1606.

1937- 20 NEW CARS --rebuilt from old single-entrance cars. These 20 kept their slow GE70 motors until late in 1937, and till then were used on pullouts only. North Side stored their five cars from spring, 1937, until Fair Week.
1166 1169 1170 1171 to East Side Jan. 16.
1181 to Nicollet Jan. 16.
Jan. 20, Nicollet car surplus was very small, so it was ordered that 1169-1170 be transferred to Nicollet from East Side (done), and 1175-117 from North Side to Nicollet. But these last two were in the shops being rebuilt, so instead, on Jan. 21, East Side sent 1166, 1171 to Nic.

1167 1168 1172 1173 1174 to Snelling temporarily, Feb. 1.
These were needed for the St. Paul Winter Carnival. After Friday, Feb. 5, they were sent to their assigned stations from Snelling: 1167-1168 to East Side, 1172-1174 to North Side.

1175 1176 to North Side Feb. 19.
1177 1178 1180 to Nicollet Feb. 19.
1179 1182 1183 1184 1185 to Nicollet ~~Feb~~ March 17.
SO, on March 18, Nicollet returned 1166 1169 1170 1171 to East Side.

Following is the new official assignment of Jan. 4, 1937, which included intended stations of above 20 cars going through rebuilding. Therefore I date it April 1, 1937. This assignment was used until the arrival of the PCCs in ~~1942~~ 1947. Outside of a few transfers that were made in the next couple of years, I would consider the 1937 assignment as the best list of where all the cars belonged during the most of their years in one-man service. Just possibly, my Dec., 1942 car location list sounds a little more familiar than this.

ONE-MAN CARS

APRIL 1, 1937 ASSIGNMENT

EAST SIDE

1166-1171
Robb-Frank
1186-1191
1293-1328
1482
1488
~~1592~~ 1598
1613
1671-1673
1675
1677
1679
1687
1689-1690
1750
1752
1754-1755
1758
1760
1770
1797-1799
1817
1819
1850
1854

NICOLLET

1177-1185
1192-1196
1246-1253
1464
1533
1539
1544
1546
1548-1549
1551-1552
1556
1558-1560
1564
1568
1570-1574
1576-1577
1585
1590
1595
1600-1607
1625-1626
1632
1638
1640-1641
1643-1646
1649
1656-1662
1682
1684-1685
1688
1704
1721
1728
1735
1744
1753
1759
1767
1778
1790
1795
1801
1804
1808
1823-1824
1827-1829
1831
1838
1841
1843-1844
1847
1852

NORTH SIDE

1172-1176
Robb-Frank
1197-1200
1201
1222
1384
1386-1390
1392
1394-1397
1480
1499
1537
1566-1567
1575
1578-1584
1586-1589
1591
1593-1594
1596-1597
1609
1611
1654-1655
1663-1670
1674
1676
1678
1683
1700
1780
1791
1800
1802
1805-1807
1816
1820

LAKE ST.

1203
1205-1210
1219-1221
1223
1227
1236-1237
1244-1245
1402
1408
1415
1417
1420

LAKE ST.

1424-1425
1430
1433
1437
1440-1441
1446
1448-1451
1454
1462
1468
1485
1489
1492
1497
1501
1534
1561-1562
1592
1612
1614-1616
1619-1621
1636-1637
1639
1642
1647-1648
1680-1681
1686
1691-1699
1701
1703
1710
1717
1720
1724-1727
1729
1734
1746
1749
1765
1773-1774
1776-1777
1779
1782-1789
1792
1830
1834

SNELLING

1211
1213-1214
1224-1226
1228-1229
1233
1239-1242
1465-1467
1469-1470
1473
1475
1479
1494-1496
1498
1502-1513
1515
1517-1518
1523
1525-1526
1532
1535-1536
1540-1541
1554
1599
1705-1708
1712
1714-1716
1718
1730-1733
1736
1738
1740-1742
1745
1747-1748
1756-1757
1763-1764
1769
1775
1781
1793-1794
1796
1803
1809-1815
1821-1822
1825
1832
1840
1842
1845-1846
1853

DULUTH

1215-1218
1235
1238
1243
1382
1385
1391
1393
1398
1519-1522
1524
1527-1531
1538
1543
1545
1550
1553
1557
1565
1569
1608
1617-1618
1622-1624
1627-1628
1630-1631
1633-1635
1650-1653
1702
1709
1711
1713
1719
1722-1723
1737
1739
1743
1751
1761-1762
1766
1768
1771-1772
1818
1826
1833
1835-1837
1839
1848-1849
1851

1937 NOTES. North Side's 1579 and Duluth's 1393 were at Nicollet during the summer months, and were returned to their own stations Nov. 4, 1937.

In August, 1699 was wrecked in a collision with a RR engine at 49th & Minnehaha, and it was scrapped on Sept. 10.

On Nov. 12, 1246 and 1247 were transferred from Nicollet to Lake. They were both returned to Nicollet Feb. 1, 1938. However, they had been given St. Paul licenses while at Lake St. On March 25 they were transferred to Lake St. again, and this time they stayed.

1938. Buses went on Kenwood and on St. Louis Park in August, and on Dec. 30 East Side transferred 1673, 1675, 1677 to North Side, and 1482, 1488, 1598, 1671, 1672 to Lake St. Also in August, the new Highland-Cleveland bus replaced the Merriam Park streetcars. On Oct. 29, Snelling's Hamline-South Robert and Duluth's Jackson-Stryker became Hamline-Stryker, running from both stations, while buses went on Jackson-So. Robert.

Meanwhile in December, Fort Snelling-M'haha-Plymouth and Randolph-Mahtomedi went all one-man. Duluth station became entirely one-man operated. They transferred their last five gatecars to Snelling on Dec. 10, and in return Snelling gave Duluth 1233, 1239-1242.

There was a new assignment list March 1, 1939, which was the assignment list kept in use to 1947.

Note of July 28, 1939, says new motorman's seat placed in 1469 at Nicollet, to see what men's reactions were. If this is correct, 1469 did not stay there very long. Many lines were rerouted in 1939.

TRANSFER 12-2-39: 1382 1385 Duluth to Lake (Mahtomedi cars till now)
1841 1844 1852 Nicollet to Lake

On Feb. 27, 1940, North Side's 1674 burned while in the shops for rehabilitation, and was finally dismantled on March 2. On Oct. 29, Nicollet's 1179 burned after colliding with a gasoline truck on the N. W. Terminal line, and it was dismantled in Dec., 1940.

June, 1940: Duluth's Mahtomedi cars were listed; all "Randolph-Mahtomedi" signs were being grouped together on these regular cars: 1215-1218, 1233, 1235, 1238-1243, 1391, 1393, 1398, 1608, 1617-1618, 1622-1624, 1633-1635.

On Nov. 29, 1940, buses went on Franklin Ave. The Robbinsdale line was hooked up with 28th Ave. South. North Side added more Robb. cars, now using 1172-1176, 1197-1201, 1222 (later on, other scattered numbers added). Lake St. equipped all its 1700s from 1724 up; also its five 1800s.

(There was another offical assignment 2-20-41; THIS one lasted).

5 NEW ONE-MAN CARS: On May 13, 1942, Snelling's 1487, 1490, 1491, 1500, 1516 were rebuilt to one-man, all remaining at Snelling.

DEC., 1942 CAR LOCATIONS

EAST SIDE

1166-1171
1186-1191
1293-1328
1613
1679
1687
1689-1690
1750
1752
1754-1755
1758
1760
1770
1797-1799
1817
1819
1850
1854

NICOLLET

1177-1178
1180-1185
1192-1196
1248-1253
1464
1533
1539
1544
1546
1548-1549
1551-1552
1556
1558-1560
1564
1568
1570-1574
1576-1577
1585
1590
1595
1600-1607
1625-1626
1632
1638
1640-1641
1643-1646
1649
1656-1662
1682
1684-1685
1688
1704
1721
1728
1735
1744
1753
1759
1767
1778
1790
1795
1801
1804
1808
1823-1824
1827-1829
1831
1838
1843
1847

NORTH SIDE

28th-Robb.
1172-1176
1197-1201
1222

1384
1386-1390
1392
1394-1397
1480
1499
1537
1566-1567
1575
1578-1584
1586-1589
1591
1593-1594
1596-1597
1609
1611
1654-1655
1663-1670
1673
1675-1678
1683
1700
1780
1791
1800
1802
1805-1807
1816
1820

LAKE ST.

1203
1205-1210
1219-1221
1223
1227
1236-1237
1244-1247
1382
1385
1402
1408
1415
1417
1420

LAKE ST.

1424-1425
1430
1433
1437
1440-1441
1446
1448-1451
1454
1462
1468
1482
1485
1488-1489
1492
1497
1501
1534
1561-1562
1592
1598
1612
1614-1616
1619-1621
1636-1637
1639
1642
1647-1648
1671-1672
1680-1681
1686
1691-1698
1701
1703
1710
1717
1720

28th-Robb.
1724-1727
1729
1734
1746
1749
1765
1773-1774
1776-1777
1779
1782-1789
1792
1830
1834
1841
1844
1852

SNELLING

1211
1213-1214
1224-1226
1228-1229
1465-1467
1469-1470
1473
1475
1479
1487
1490-1491
1494-1496
1498
1500
1502-1513
1515-1518
1523
1525-1526
1532
1535-1536
1540-1541
1554
1599
1705-1708
1712
1714-1716
1718
1730-1733
1736
1738
1740-1742
1745
1747-1748
1756-1757
1763-1764
1769
1775
1781
1793-1794
1796
1803

Mahtomedi
1809-1815
1821-1822
1825
1832
1840

1842
1845-1846
1853

DULUTH

Mahtomedi
1215-1218
1233
1235
1238-1243
1391
1393
1398

1519-1522
1524
1527-1531
1538
1543
1545
1550
1553
1557
1565
1569
1602

Mahtomedi
1608
1617-1618
1622-1624

1627-1628
1630-1631

Mahtomedi
1633-1635

1650-1653
1702
1709
1711
1713
1719
1722-1723
1737
1739
1743
1751
1761-1762
1766
1768
1771-1772
1818
1826
1833
1835-1837
1839
1848-1849
1851

THE WAR YEARS. There was practically no change in the location of the one-man cars throughout the war. North Side's 1609 and 1611 went to Snelling early in 1943, but were back at North Side by June 1945 (approximately time that N.S. gave gatecars to Lake and Nicollet.) Snelling's 1211 went to East Side probably in 1945 (perhaps when E.S. gave 1332 to Lake). By early 1946, East Side sent 1211 to Duluth, where it stayed permanently.

TRANSFERS ON ARRIVAL OF PCCs 300-339. They went into service from 12-19-46 to 1-17-47, except 313 held in shops till March. Early in ~~the~~ 1947, checker's reports showed Snelling's 1845 and 1846 at Nicollet, but they were soon returned; also 2024 went to Duluth, but on March 20 returned to Snelling as major transferring was completed. Additional transfer on March 10 was 1609, North Side to Snelling (same date Snelling finally sent 1363 ~~and 1473~~ to N.S.) MAIN TRANSFERS FROM SNELLING WERE 16 gatecars, and 16 following button cars:

1213 to Dul Jan 15
1214 to Dul Jan 18
1224 to Dul Mar 20
1225 to Dul Mar 20
1226 to ES Dec 20
1228 to ES Dec 28
1229 to ES Jan 7

1465 to Nic Dec 20
1466 to Nic Dec 28
1467 to Nic Jan 15
1469 to NS Dec 28
1470 to NS Jan 15
1473 to NS Mar 10 (same as 1363)
1475 to LS Dec 28
1479 to LS Jan 15
1487 to LS Jan 18

When buses went on N. Bryant in Aug., Lake got 1575 1700 from N.S.

50 more PCCs went into service from Aug. to Oct. 1947. Nic sent 1195-1196 to E.S. early in Nov. In changes made to put some gatecars back at Nic, this was ordered Nov 7: 1801 Nic to NS, 1685 1728 1778 1790 Nic to Lake, this for gatecars; also 1195-1196 E.S. to N.S., and 1225 1848 Dul. to E.S. In further change ordered Nov. 28, N.S. sent four ex-Nic gatecars to E.S., E.S. returned 1225 1848 to Duluth, and Snelling sent 1609 to Duluth.

WRECKS in 1947: Lake's 1834 was scrapped after colliding with RR engine at 49th & Minnehaha, and Lake's 1449 was scrapped after it burned in collision with mail truck at Selby & Pascal.

END OF RONDO-STRYKER JAN 24, 1948. Duluth had run seven cars on the line, and transferred 7. By Feb 4, 1225 1848 1849 1851 were at East Side; order of Feb 3 sent 1609 to Snelling. Lake was complaining about gatecars Feb 10, company said released Rondo cars had been needed for extra Bryant and 4th Ave service; but on Feb 13, order sent 1242 and 1243 from Duluth to Lake St.

APRIL 5, 1948 was date of cutting off part of Phalen line on Arcade Order of April 14 sent Snelling's 1745 1747 1748 1763 1764 to Lake in exchange for 5 gatecars (and 2000 went to N.S. about May 15.) Permanent conversion of east end of line was Oct. 30, 1948. Order of Nov. 30 sent Duluth's 1761 1762 1818 to East Side, also Snelling's 2014 2015 to East Side (so next day E.S. sent 1360 1380 to Nicollet). Also sent from Duluth to Snelling late in Nov. were 2017 2018 2019 2025 2026.

The Robbinsdale line was abandoned July 10, 1948. Lake St. came up to N.S. one night to borrow cars, were told to take first 3 cars on a pullout track, got 1470 1537 1581, and several days later, got 1807. They kept those cars thereafter, placing their own signs in them early in September.

ONE-MAN CARS

JULY, 1948 CAR LOCATIONS

EAST SIDE

1166-1171
1186-1191
1225-1226
1228-1229
1293-1328
1613
1679
1687
1689-1690
1750
1752
1754-1755
1758
1760-1762
1770
1797-1799
1817-1819
1848-1851
1854

NICOLLET

1177-1178
1180-1185
1192-1194
1248-1253
1464-1467
1533
1539
1544
1546
1548-1549
1551-1552
1556
1558-1560
1564
1568
1570-1574
1576-1577
1585
1590
1595
1600-1607
1625-1626
1632
1638
1640-1641
1643-1646
1649
1656-1662
1682
1684
1688
1704
1721
1735
1744
1753
1759
1767
1795
1804
1808
1823-1824
1827-1829
1831
1838
1843
1847

NORTH SIDE

1172-1176
1195-1201
1222
1384
1386-1390
1392
1394-1397
1469
1473
1480
1499
1566-1567
1578-1580
1582-1584
1586-1589
1591
1593-1594
1596-1597
1611
1654-1655
1663-1670
1673
1675-1678
1683
1780
1791
1800-1802
1805-1806
1816
1820

LAKE ST.

1203
1205-1210
1219-1221
1223
1227
1236-1237
1242-1247
1382
1385
1402
1408
1415
1417
1420
1424-1425
1430
1433
1437
1440-1441
1446

LAKE ST.

1448
1450-1451
1454
1462
1468
1470
1475
1479
1482
1485
1487-1489
1492
1497
1501
1534
1537
1561-1562
1575
1581
1592
1598
1612
1614-1616
1619-1621
1636-1637
1639
1642
1647-1648
1671-1672
1680-1681
1685-1686
1691-1698
1700-1701
1703
1710
1717
1720
1724-1729
1734
~~1746~~
~~1749~~
1745-1749
1763-1765
1773-1774
1776-1779
1782-1790
1792
1807
1830
1841
1844
1852

SNELLING

1490-1491
1494-1496
1498
1500
1502-1513
1515-1518
1523
1525-1526
1532
1535-1536
1540-1541
1554
1599
1609
1705-1708
1712
1714-1716
1718
1730-1733
1736
1738
1740-1742
1756-1757
1769
1775
1781
1793-1794
1796
1803

Mahtomedi
1809-1815
1821-1822
1825
1832
1840

1842
1845-1846
1853

DULUTH

Mahtomedi
1211
1213-1218

1224

Mahtomedi
1233
1235
1238-1241
1391
1393
1398

1519-1522
1524
1527-1531
1538
1543
1545
1550
1553
1557
1565
1569

Mahtomedi
1608
1617-1618
1622-1624

1627-1628

Mahtomedi
1630-1631
1633-1635

1650-1653
1702
1709
1711
1713
1719
1722-1723
1737
1739
1743
1751
1766
1768
1771-1772
1826
1833
1835-1837
1839

1949.

MORE PCCs ARRIVE: The final 50 came in June and July. Many gatecars were scrapped, others transferred, or dropped from regular service. Nicollet got 25 new PCCs, and transferred these away:

1464 1465 1466 1467 to East Side.
1576 1577 1585 1590 1595 to North Side.
1638 1640 1641 1643 1644 to Lake St.

When winter rolled around, more changes were found necessary, due to cars scrapped, changing service requirements, etc. These were transferred from Nov. 15 to about Dec. 10:

1651 1652 1653 Duluth to North Side
1171 1690 East Side to Nicollet (probably "borrowed", kept by Nic.
1730 1731 1775 1781 1842 Snelling to Lake St.
1756 1757 1769 1793 1794 1796 1846 1853 Snelling to East Side
(Meanwhile, many East Side gatecars went to Lake & North Side) FOR OAK-HARR ALL 1-MA 10-31-49

1950. In May, East Side's 1793, at the shops, caught fire, and had to be scrapped.

Aug. 22 and 23, 1950, Lake St. transferred 1786, 1787, 1788, 1789, 1790, 1792 to North Side, and about the same time, 1807, 1830, 1841, 1842, 1844, 1852 to East Side.

Further transfers were made in November, with a new assignment list put out on Nov. 17; see also gatecars transferred. Note that at this time, East Side and North Side had rush hour conductors only on Chicago and Como, while Lake St. could use gatecars all day on Selby. Transfers, late 1950:

1786 1787 1788 1789 1790 1792 North Side to East Side} FOR COMO-HARRIET MADE ONE-MAN
1747 1748 1749 1783 1784 1785 Lake St. to East Side } MID-DAYS, NOV. 20, 1950
1639 1640 1641 1642 1643 1644 1647 1648 Lake St. to Nicollet
(Note Nicollet at this time transferred its six 2000s to Lake St.)

On next page is given car list for Jan. 1, 1951. The year 1951 saw very little change made to the one-man car list, the only changes being:

Nicollet's 1605 scrapped in July, after being blown over at 62nd and Nicollet during a windstorm;

North Side's 1198 and Lake St's 1773 scrapped, having collided when 1198 ran off tracks on 42nd Ave. So., Minnehaha line (scrapped in September);

1639 1640 1641 1642 1643 transferred, Nicollet to Lake, Dec., 1951.

ONE/MAN CARS

JAN. 1, 1951 CAR LOCATIONS

EAST SIDE

1166-1170
1186-1191
1225-1226
1228-1229
1293-1328
1464-1467
1613
1679
1687
1689
1747-1750
1752
1754-1758
1760-1762
1769-1770
1783-1790
1792
1794
1796-1799
1807
1817-1819
1830
1841-1842
1844
1846
1848-1854

NICOLLET

1171
1177-1178
1180-1185
1192-1194
1248-1253
1533
1539
1544
1546
1548-1549
1551-1552
1556
1558-1560
1564
1568
1570-1574
1600-1607
1625-1626
1632
1639-1649
1656-1662
1682
1684
1688
1690
1704
1721
1735
1744
1753
1759
1767
1795
1804
1808
1823-1824
1827-1829
1831
1838
1843
1847

NORTH SIDE

1172-1176
1195-1201
1222
~~1382~~
1384
1386-1390
1392
1394-1397
1469
1473
1480
1499
1566-1567
1576-1580
1582-1591
1593-1597
1611
1651-1655
1663-1670
1673
1675-1678
1683
1780
1791
1800-1802
1805-1806
1816
1820

LAKE ST.

1203
1205-1210
1219-1221
1223
1227
1236-1237
1242-1247
1382
1385
1402
1408
1415
1417
1420
1424-1425
1430
1433
1437
1440-1441
1446

LAKE ST.

1448
1450-1451
1454
1462
1468
1470
1475
1479
1482
1485
1487-1489
1492
1497
1501
1534
1537
1561-1562
1575
1581
1592
1598
1612
1614-1616
1619-1621
1636-1638
1671-1672
1680-1681
1685-1686
1691-1698
1700-1701
1703
1710
1717
1720
1724-1731
1734
1745-1746
1763-1765
1773-1779
1781-1782

SNELLING

1490-1491
1494-1496
1498
1500
1502-1513
1515-1518
1523
1525-1526
1532
1535-1536
1540-1541
1554
1599
1609
1705-1708
1712
1714-1716
1718
1732-1733
1736
1738
1740-1742
1803

Mahtomedi
1809-1815
1821-1822
1825
1832
1840

1845

DULUTH

Mahtomedi
1211
1213-1218

1224

Mahtomedi
1233
1235
1238-1241
1391
1393
1398

1519-1522
1524
1527-1531
1538
1543
1545
1550
1553
1557
1565
1569

Mahtomedi
1608
1617-1618
1622-1624

1627-1628

Mahtomedi
1630-1631
1633-1635

1650
1702
1709
1711
1713
1719
1722-1723
1737
1739
1743
1751
1766
1768
1771-1772
1826
1833
1835-1837
1839

1951 changes to car list were listed on page.21.

In August, the Hopkins line was cut back to Brookside, and in November the Mahtomedi line was abandoned.

During the summer a number of cars went into storage. All the one-man cars had to be used the next winter, though (1951-1952).

As Snelling was no longer using gatecars or 2000s, they got short of cars, and received 1623 1702 1713 1737 1743 from Duluth, in January, 1952. These cars had been stored by Duluth and not fixed up for the winter until they were given to Snelling.

This winter, 1951-1952, everything was in worse shape (from an operating standpoint) than ever before or since. The reduced crews at the shops could not cope with the great load of work brought on by a severe winter. (If things have gone better since, it may be that they have had so much less work after part of the system was converted, and there have since then been so many spare cars). All stations were running three-motored cars for several months at the end of the winter. East Side was best off, with only a few three-motored cars out daily, while Lake St. was worst off, with as many as one-third of its cars, and sometimes nearly half, running on three motors. Since these were not allowed to run through the Selby tunnel, it was neeessary to put some of them on regular runs on other lines.

East Side's 1613 had been hit from behind by 1319 on Dec. 26, 1951, while it sat in the dark on the right-of-way during ~~pow~~ a power failure on part of the line. 1319 was fixed up, but 1613 was scrapped in April, 1952. Snelling's 1507, with motor trouble, burned up on the line on University Ave. in May, and was scrapped in June.

The big thing in 1952 was the closing of Duluth Station, with buses going on Randolph-Hazel Park, Rice-South St. Paul, and Fort Snelling-Maria, on May 17. ~~All these cars~~ All Duluth's 65 button cars were sent to other stations, and shorly after this time all the cripples on the system were finally repaired.

EAST SIDE got 14 cars from Duluth, cars which were cripples at the time the transfer list was made up, as East Side was least in need of spare cars then: 1538 1543 1557 1617 1634 1650 1723 1739 1751 1771 1772 1835 1837 1839. As these cars came over, East Side installed their signs, inspected the cars, ran most of them on a pullout or two, and then put them in storage. East Side signs were never installed in 1739 and 1751, these cars were not tried out. The only one of these which ever ran in service again after this (May-June, 1952) was 1617, late in 1953.

SNELLING got 11 cars, 1521 1524 1527 1529 1530 1531 1545 1550 1553 1565 1569, but never changed the signs and never used the cars.

LAKE ST. got 20 cars, 1211 1213 1214 1215 1216 1217 1218 1224 1233 1235 1238 1239 1240 1241 1608 1766 1768 1826 1833 1836; and this was the only group of Duluth cars, of which most stayed in service until nearly the end of the system.

NORTH SIDE got 20 cars, 1391 1393 1398 1519 1520 1522 1528 1618 1622 1624 1627 1628 1630 1631 1633 1635 1709 1711 1719 1722. All these went into service except 1391; but all were stored in the summer, and only a few returned to service, with only 1628 left at the end of 1953.

Car locations are for July 1, 1952. Cars put in storage anytime that summer are marked. Those which never ran again are marked "Out of Use"; others are marked "Temp.Storage". See next page.

EAST SIDE

1167
1169
1187
1189
1191
1293-1328
1679
1687
1689
1747-1750
1752
1754-1758
1760-1762
1769-1770
1783-1790
1792
1794
1796-1799
1807
1817-1819
1830
1841-1842
1844
1846
1848-1854

Temp.Stor.
till 1953
1166
1168
1170
1186
1617

Out of Use
1188
1190
1225-1226
1228-1229
1464-1467
1538
1543
1557
1634
1650
1723
1739
1751
1771
1772
1835
1837
1839

NICOLLET

Out of Use
1171
1177-1178
1180-1185
1192
1194
1248-1253

Temp.Stor.
summer
1193

1533
1539
1544
1546
1548-1549
1551-1552
1556
1558-1560
1564
1568
1570-1574
1600-1604
1606-1607
1625-1626
1632
1644-1649
1656-1662
1682
1684
1688
1690
1704
1721
1735
1744
1753
1759
1767
1795

Temp.Stor.
summer
1804
1808
1823-1824
1827-1829
1831
1838
1843
1847

NORTH SIDE

1172-1176

Summer St.
1195-1196

1197
1199-1201
1222
1384
1386-1388

Summer St.
1389

1390
1392
1394-1397

Summer St.
1393

1469
1473
1480
1499
1566-1567
1576-1580
1582-1590
1593-1597
~~1596-1597~~

Summer St.
1591

1611

Summer St.
1624
1628
1651-1653

1654-1655
1663-1670
1673
1675-1678
1683
1780
1791
1800-1802
1805-1806
1816
1820

Out of Use
1391, 1398
1519-1520
1522, 1528
1618, 1622
1627, 1630
1631, 1633
1635
1709, 1711
1719, 1722

LAKE ST.

1203
1205-1211
1213-1221
1223-1224
1227
1233
1235-1247
1382
1385
1402
1408
1415
1417
1420
1424-1425
1430
1433
1437
1440-1441
1446
1448
1450-1451
1454
1462
1468
1470
1475
1479
1482
1485
1487-1489
1492
1497
1501
1534
1537
1562
1592

Summer St.
1561
1575
1581
1598
~~1612~~
1614-1616
1619-1621
1636-1642
1608

LAKE ST.

1612
1643
1671-1672
1680-1681
1685-1686
1691-1698
1700-1701
1703
1710
1717
1720
1724-1731
1734
1745-1746
1763-1766
1768
1774-1779
1781-1782
1826
1833
1836

SNELLING

1490-1491
1494-1496
1498
1500
1502-1506
1508-1513
1515-1518
1523
1525-1526
1532
1535-1536
1540-1541
1554
1599
1705-1708
1712
1714-1716
1718
1732-1733
1736
1738
1741
1803
1845

Out of Use
1521
1524
1527
1529-1531
1545
1550
1553
1565
1569
1609
1623
1702
1713
1737
1740
1742-1743
1809-1815
1821-1822
1825
1832
1840

1952 NOTES.

EAST SIDE. The cars placed in storage were, first of all, the ex-Duluth cars, which were really just set aside as they came over, in case they should be needed later, which they never were. Next cars went into storage according to types of motors which the East Side shopmen considered best to work on, or which they could standardize on. Stored first were ~~3~~ GE 213 & 216 cars (1200s, 1400s), then GE203Q (1100s). (To be kept in service, GE203G cars were preferred, then GE200; also K-43 (small) controllers preferred to K-37 (large) controllers). About equal numbers of odd and even cars were retained in service, for every-other-day inspection, so the ~~odd 1100s were in storage in the summer while the evens ran~~ even 1100s were in storage while the odds ran in the summer. When these went over to Snelling, the evens got put on a track which the scrappers didn't get to in 1953, ~~so many of them later~~ so some of them later returned to service after the odds were burned up. See later notes on PCC changes.

NICOLLET. Nicollet always kept in service its two main car groups, 1500s and 1600s, with every-other-day inspection system based on 1500s one day, then 1600s. The 1100s and 1200s were first to go into storage, then 1800s. (The previous summer, 1100s and 1200s were stored a while, followed by mixed 1700s and 1800s). In October, 1193 returned to service, but it is not known why this car was selected, as it is not even believed to have been at the head of a track. After several weeks it got stored again. Early in November, seventeen 1100s and 1200s (all except 1193) were transferred to Lake St. for storage; they were never used while there. Nicollet needed the room for Grand Ave. buses. Some 1800s had gone back in service in the fall. Change of that line to buses Oct. 18, enabled Nicollet to put (or keep) 13 cars stored: 1193 1600 1601 1602 1603 1604 1823 1827 1828 1829 1831 1843 1847. The five 1600s and 1829 went into service in December, 1193 in January, 1828 and 1843 in February. The other four did not run from Nicollet again, but later ran at Lake St.

NORTH SIDE stored all their screen cars, which first of all were the 20 ex-Duluth cars, then 1195-1196 (once Nicollet), 1651-1653 (once Duluth), and the last of North Side's own screen cars, 1389. One car with window guards, 1591, was stored. In December, 1195-1996, 1389, 1591, 1651-1653 returned to service (all except the Duluths). In February 1624 1628 and 1393 were fixed up to run. On inspection 1393 was found to have motor trouble, and so went to the shops; it was fixed and running in March. Others did not return to service any more. See 1953 notes.

LAKE ST. storage was composed on one track of even cars, one of odds. Note 1612 not stored, but wrecked just about time others went into storage. 1619 and the nine evens went back in service in December; the other cars, in January and February.

SNELLING stored screen cars first of all, beginning with 11 cars from Duluth which they never used, then five Duluth screen cars received previous winter. Next stored was 1609 (with window guards), always a rather odd car to be at Snelling; and then all of the Mahtomedi cars, that is, all 1800s, except 1803 and 1845. Next stored were 1740 and 1742 (the two 1800s needed to keep proper number of odds in service). See additional 1952 notes.

1952 NOTES (CONTINUED)

SNELLING stored another track full of cars later in the summer, in addition to those listed in summer, 1952 list. These were 1498 1496 1541 1523 1490 1554 1535 1540 1536 1526 1532 in order. All were fixed up and cleaned in preparation for fair week, but it is believed they were hardly used, as later cars were stored in same order; the first five were later at the rear of the track, and were perhaps used once for a string of charters. None of these eleven ran after that, until 1532 was dug out for East Side one year later.

On Sept. 6, St. Clair-Payne and Snelling Ave. were converted to buses, and two more storage tracks were added. Of 23 cars, seven never ran again: 1491 1500 1516 1525 1599 1736 1738. ~~Six~~ Five remained stored till late 1953: 1509 1511 1512 1513 1515. Eleven returned to service temporarily on Friday, Oct. 24, best cars selected from the two tracks: 1494 1495 1502 1503 1504 1505 1506 1508 1510 1517 1518. These eleven went into storage again after Nov. 1, when Grand-Mississippi and Hamline-Cherokee, the last local lines, were converted in St.Paul. 1504 and 1510 never ran again. Late in the year, 1712 was damaged, and 1506 replaced it in service, receiving its 1953 license.

Meanwhile on Oct. 18, buses went on Grand Ave. in Minneapolis, and EAST SIDE received as much work on the Nicollet-2nd St.-Monroe line as it formerly had on Grand-Monroe. For a beginning, East Side put Nicollet signs in 1321-1328. These could be used on Bryant-Johnson as well as on Nicollet.

The last days in October, EAST SIDE began receiving PCCs from St. Paul, released by conversion of all the local lines over there. Early in November, the PCCs went on Como-Oak-Harriet. For 31 PCCs, East Side transferred 39 button cars to Snelling storage. (Snelling did not use any of these, but temporarily returned 11 of its own cars to service, see above). (Originally E.S. was supposed to get 38 PCCs for 39 buttons). Sent to Snelling were 28 cars from storage, as in summer 1952 list; six more early in November, 1187 1679 1687 1689 1747 1748; and the last five early in December, 1167, 1169, 1189 1191 1749. Of these eleven, only 1167 ever operated again.

Scrapped in the last half of 1952 were ~~seven~~ eight more button cars: 1612 and 1728, collided at 27th-Lake, both on Fort Snelling line, after open switch left by 1230 pulling in, in July; 1731, damaged in collision with auto, Selby-Lake line; and these, with parts of body deteriorated: 1247 1408 1534 1655 1774 (1655 N.S., seven other cars Lake St.)

Late in November, the company began selling car bodies to the Transportation Sales Company, who delivered them from the shops to buyers who wanted them for chicken coops, cottages, etc. Nine were sold in November and December, bodies in good condition being selected: shops storage cars 1553 1723 1749 1751 1771 1810; cripples 1235 (Lake), 1597 (North Side), 1735 (Nicollet).

Their storage cars traded for PCCs, E.S. was able to store more cars in Nov: 1750 1752 1792 1794 1796 1799 1830 1841 1849 returning to winter service in Dec; 1790 1842 never running again; 1798 1807 1817 1818 1819 1844 1846 1848 1850 1851 1852 1853 stored till rescued in late 1953.

Dismantled, not burned, in Dec: 1598 (Lake); 1683 (N.S.).

ONE-MAN CARS

JAN. 1, 1953 CAR LIST

EAST SIDE

1293-1320
1750
1752
1754-1758
1760-1762
1769-1770
1783-1789
1792
1794
1796-1797
1799
1830
1841
1849
1854

Stored to late 1953
1798
1807
1817-1819
1844
1846
1848
1850-1853

Out of Use
1790
1842

EAST SIDE-NIC. CARS

1321-1328

NICOLLET

Temp.Stor. till Jan.
1193

1533
1539
1544
1546
1548-1549
1551-1552
1556
1558-1560
1564
1568
1570-1574
1600-1604
1606-1607
1625-1626
1632
1644-1649
1656-1662
1682
1684
1688
1690
1704
1721
1744
1753
1759
1767
1795
1804
1808
1824
1829
1838

Temp.Stor. till Feb.
1828
1843

Temp.Stor. to Lake St in Feb.
1823
1827
1831
1847

NORTH SIDE

1172-1176
1195-1197
1199-1201
1222
1384
1386-1390
1392

Temp.Stor. till Feb.
1393

1394-1397
1469
1473
1480
1499
1566-1567
1576-1580
1582-1591
1593-1596
1611

Temp.Stor. till Feb.
1624
1628

1651-1654
1663-1670
1673
1675-1678
1780
1791
1800-1802
1805-1806
1816
1820

Out of Use
1391
1398
1519-1520
1522
1528
1618
1622
1627
1630
1631
1633
1635
1709
1711
1719
1722

LAKE ST.

1203
1205-1211
1213-1221
1223-1224
1227
1233
1236-1246
1382
1385
1402
1415
1417
1420
1424-1425
1430
1433
1437
1440-1441
1446
1448
1450-1451
1454
1462
1468
1470
1475
1479
1482
1485
1487-1489
1492
1497
1501
1537
1561-1562
1575
1581
1592
1608
1614-1616
1619-1621
1636-1643
1671-1672
1680-1681
1685-1686
1691-1698

Out of Use
1171
1177-1178
1180-1185
1192
1194
1248-1253

LAKE ST.

1700-1701
1703
1710
1717
1720
1724-1727
1729-1730
1734
1745-1746
1763-1766
1768
1775-1779
1781-1782
1826
1833
1836

SNELLING

Licensed
1506
1705-1708
1714-1716
1718
1732-1733
1741
1803
1845

SNELLING SPARE TRACK Stor.

Licensed
1494

1495
1502-1503
1505
1508
1517-1518

Never Used
1504
1510

SHOPS

Rescued for '53 service
1166-1168
1170
1186
1509
1511-1513
1515
1532
1617

Out of Use
1169
1187-1191
1225-1226
1228-1229
1464-1467
1490-1491
1496
1498
1500
1516
1521
1523-1527
1529-1531 1535
1538 1536
1540-1541
1543
1545
1550
1554
1557
1565
1569
1599
1609
1623
1634
1650, 1679
1687, 1689
1702
1712-1713
1736-1740
1742-1743
1747-1748
1772
1809
1811-1815
1821-1822
1825
1832
1835
1837
1839-1840

Dismantled
1598
1683

EARLY 1953--TO FEB.21.

East Side was able to put five OK cars back in storage: 1783, 1750, and 1830, which never ran again; and ~~1750~~ 1758 1849.

North Side's 1652 and 1816 were damaged in January and never ran again.

1598 and 1683 were burned, and these shops storage cars were sold: 1490 1496 1541 1713 1736 1737 1813 1832 1837 1840.

CONVERSION OF BLOOMINGTON-COL. HTS.--FEB. 21.

The change to buses on this line was accompanied by a blizzard, after which many cars were crippled, and it was not possible to take more out of service.

On the same day, Nicollet Station transferred its Bryant-Johnson work to Lake St., except for the owls and some rush hour pullouts. 20 cars were transferred to Lake St. for this: 1606, from the shops to Lake; 1193 from temporary storage; 1823 1827 1831 1847 from 1952 storage; and from service, 1704 1721 1744 1753 1759 1767 1795 1804 1808 1824 1828 1829 1838 1843. (This left ~~mm~~ 1500s and 1600s as the only standard cars at Nicollet, so they continued to base their every-other-day car inspection on these two groups of cars). Lake St. also equipped ten of its own cars with Nicollet signs: 1775 1776 1777 1778 1779 1781 1782 1826 1833 1836. (For a couple months they had more Bryant cars than necessary, and used some in rush hours on other lines, with card in window, especially on 34th Ave.)

NOTES TO APRIL 18.

Car bodies sold by early March were 1652 and 1816, slightly damaged, and 1529 from shops storage. Then sales stopped for a few weeks, as spring load limits prohibited their delivery by truck.

Lake St. was very short of cars throughout the spring, and borrowed many temporarily from Nicollet, North Side, and East Side. Early in March they got nine cars from Snelling: 1803 and 1845 from service, and 1494 1502 1503 1505 1508 1517 1518 from the spare track of cars which Snelling had ~~wra~~ earlier fixed up for winter use. These cars retained their Snelling signs, and Lake St. used them on Selby-Lake for two or three weeks. 1803 and 1845 then went back into service at Snelling, and the other seven cars to Snelling storage; and of those seven, only 1494 was ever used again.

In general, the shops fixed almost all crippled cars during this period, but not those cars which were damaged very much.

In March, East Side put 1752 1754 1756 1841 in storage (all 1800s stored there, except 1854). Of these, 1754 & 1841 never ran again.

By early April, Lake St. put these OK cars in storage: 1537 1561 1575 1581 1615 1619 1621 1637 1639 1779; also cripples 1475, 1703. Of these, 1475 1703 1537 ~~1575~~ ~~[illegible]~~ 1619 1779 never ran again. (1779 Nic. signs, others Lake St.).

Also by early April, North Side's damaged 1392 and crippled 1480 were stored, never to run again.

On April 1st, the big 1953 scrapping program began, and these were burned April 13: Lake cripples 1437, 1489; and these damaged cars: E.S. 1317; Lake 1206 1217 1448; Nic. 1548; Snelling 1718. Dismantled by April 21 were Lake 1425 1696 1729, Nic. 1657, N.S. 1654, and damaged cars E.S. 1318, Snelling 1712, N.S. 1172 1392 1395.

CAMDEN & 34TH AVE. LINES CONVERTED, April 18.

At the same time, Nicollet transferred its Bryant rush hour pullouts to Lake St., and sent over cars 1600-1604 and 1607.

EAST SIDE

1293-1316
1319-1320
1755
1757
1760-1762
1769-1770
1784-1789
1792
1794
1796-1797
1799
1854

Stored to late 1953
~~1750~~
1752
1756
1758
1798
1807
1817-1819
~~1841~~
1844
1846
1848-1853

Out of Use
1754 1750
1783 1841
1790
1830
1842

EAST SIDE-NIC. CARS

1321-1328

SHOPS: DISMANTLED

1172
1318
1392
1395
1425
1654
1657
1696
1712
1729

NICOLLET

1533
1539
1544
1546
1549
1551-1552
1556
1558-1560
1564
1568
1570-1574
1625-1626
1632
1644-1649
1656
1658-1662
1682
1684
1688
1690

OUT OF USE AT LAKE ST

Nic. signs
1171
1177-1178
1180-1185
1192
1194
1248-1253
1779

Lake signs
1475
1537
1575
1581
1619
1703

Sn. signs
1502-1503
1505
1508
1517-1518

NORTH SIDE

1173-1176
1195-1197
1199-1201
1222
1384
1386-1390
1393-1394
1396-1397
1469
1473
1499
1566-1567
1576-1580
1582-1591
1593-1596
1611
1624
1628
1651
1653
1663-1670
1673
1675-1678
1780
1791
1800-1802
1805-1806
1820

Out of Use
1391
1398
1480
1519-1520
1522
1528
1618
1622
1627
1630-1631
1633
1635
1709
1711
1719
1722

LAKE ST.

1205
1203
1207-1211
1214
1216
1218-1221
1223-1224
1227
1233
1236-1246
1382
1385
1402
1415
1417
1420
1424
1430
1433
1440-1441
1446
1450-1451
1454
1462
1468
1470
1479
1482
1485
1487-1488
1492
1497
1501
1562
1592
1608
1614
1616
1620
1636
1638
1640-1643
1671
1680-1681
1685-1686
1691-1695
1697-1698
1700-1701
1710
1717
1720
1724-1727
1730
1734
1745-1746
1763-1766
1768

LAKE ST.

Temp.Stor.
1561
1615
1621
1637
1639

Temp.Stor. crippled
1213
1215
1672

LAKE ST.-BRY. CARS

1193
1600-1604
1606-1607
1704
1721
1744
1753
1759
1767
~~1795~~
1775-1778
1781-1782
1795
1804
1808
1823-1824
1826-1829
1831
1833
1836
1838
1843
1847

LAKE ST. Temp.Stor. Snell.sign
1494

SNELLING

1506
1705-1708
1714-1716
1732-1733
1741
1803
1845

SHOPS

Cars used later
1166-1168
1170
1186
1495
1509
1511-1513
1515
1532
1617

Out of Use
1169
1187-1191
1225-1226
1228-1229
1464-1467
1491
1498
1500
1504
1510
1516
1521
1523-1527
1530-1531
1538 1535
1540 1536
1543
1545
1550
1554
1557
1565
1569
1599
1609
1623
1634
1650
1679
1687
1689
1702
1738-1740
1742-1743
1747-1748
1772
1809
1811-1812
1814-1815
1821-1822
1825
1835
1839

TRANSFER OF NICOLLET RUNS-APRIL 29

On this date, 18 runs on the Nicollet line were transferred to Lake St., as construction was beginning on the ~~gage~~ garage at Nicollet. Nicollet kept their PCCs and only 5 button cars. 32 button cars went to Lake St. (minus possibly one or two to shops): 1539 1560 1570 1573 1574: these five stored at Lake, sent to East Side June 9 as replacements for Nicollet-sign PCCs called in for Shaker Heights; 1552 1556 stored a short while at Lake; 1558 1559 1564 1568 1571 1625 1626 1632 1645 1646 1647 1648 1649 1656 1658 1661 1682 1684 1688 1690; 1662 stored a while; and four cars sent with many Lake St. cars to the shops at this time: 1572 1644 1659 1660, which four were soon scrapped.

With all these cars arriving, Lake St. stored temporarily its Nicollet cars 1602 1606 1824 1838; and its Lake St. cars 1382 1724 1726 1730; to which they added, later in May, 1701 1710 1720 1725 1727. Probably 1700s were chosen for storage at this time so they wouldn't be mixed up so easily with Nicollet-sign 1700s.

At the same time, Lake sent more cars to the shops, some cripples, some just in poor general condition: four Nicollet cars mentioned above; the seven cars with Snelling signs (of which 1494 went into sergice at Snelling); storage cripples 1475 1703; Lake storage 1537, Nic storage 1779; old storage 1171 1177 1194; Nic. cars 1600 1836 1843 1847; Lake cars 1208 1420 1430 1479 1501 1614 1636 1641 1695 1697 1717 1734. None of these ever ran again except 1494. Some were cripples, many were just marked as sent to Snelling for storage. Also sent, but fixed up for Lake, were storage cripples 1213, 1215, 1672.

At the same time, East Side sent all their storage cars to Snelling, to make room for cars soon expected from Nicollet. These were 23 button cars and one gatecar, as indicated on car lists.

SCRAPPING. The program begun on April 1st finished in August with the burning of 140 one-man cars. At first, damaged cars were burned; the second group burned, April 23, was of cars already listed here as dismantled: 1172 1318 1392 1425 1657 1696 1712 1729.

Next on May 7 were 1395, 1654, listed dismantled; 1491 1523 1527 from shops storage; 1738, ~~17~~ also shops storage; 1741 recently in Snelling service; and 1475 1572 1641. With these last, the shops were getting at the cars Lake had just sent over, and the next group was composed entirely of those cars:

May 18: 1430 1479 1644 1695 1703 1734 1779 1836 1843.

Meanwhile, by May, North Side stored more cars again: screen cars 1195 1196 1389 1393 1624 1628 1651 1653 (all the screen cars). Scrapping continued with a view of making room for the cars when North Side and Nicollet would become bus garages only, now due in a couple of months. Lake St. would also lose the Selby-Lake line. The shops therefore scrapped many cripples it got from North Side and Lake St., and in addition began now to call in North Side's storage cars for scrapping.

SCRAPPING CONTINUED

The next group was burned on May 26: 1194 1614 1636 1697 1847, at shops from Lake; new cripples Lake St. 1693, Lake-Nic. 1704, and North Side 1591 and 1805; and North Side storage cars 1393 1520 1719. Meanwhile, car bodies sold in ~~June were~~ May included cripples 1244 Lake; ~~1744 Lake Nic~~ 1753 Lake-Nic; 1769 East Side; and shops storage cars 1466, and 1750 and 1841, the last two recently from East Side.

By May 29, North Side had sent all but five of its storage cars to Snelling (noted in following scrap lists). So many service cars were also being scrapped then, that these five screen cars had to be put back in service: 1389 1624 1628 1651 1653.

Burned on June 2 were 1195 1196 1522 1618 1630 1633 1711 from North Side storage; 1177 and 1420 recently from Lake; and new Lake cripple 1562.

These burned on June 10: 1391 1528 1622 1631 1635 1709 1722 from North Side storage; and new cripples, Lake St. ~~1642~~ 1643 and North Side 1386 1670 1800. Sales to then were 1519 and 1627, from North Side storage, and 1504 from shops storage, and 1518 recently returned to shops by Lake.

Burned on June 16 were new cripples, North Side 1173 1387 1567 1611 1624 1664, and Lake St. 1417; East Side's 1792, damaged in an accident; and ~~thes~~ 1600 1659 1660 1717, at shops from Lake.

Gone on June 23 were: 1398 and 1480, the last of the North Side storage; new Lake cripple 1451; 1171 and 1537, at shops from Lake; 1830 at shops from East Side; and 1225 1464 1623 1747 1772 1839 from shops storage.

With the extra cars just about cleared away from NorthSide and Lake St., the shops now were continuing the scrapping program by going down one track after another of the Snelling storage cars. Occasionally a very good steel side car would be spared for future sale. Also, as East Side was losing PCCs for Shaker Heights, most of the cars they sent over in the spring were now spared. Burned June 30 were: new cripples, Lake St. 1640, 1681, and Lake-Nic 1828; 1783 at shops from East Side; and 1226 1228 1229 1530 1531 1739 1740 1742 from shops storage.

Sold up to July 1st were new cripples, 1199 and ~~1x5~~ 1586 North Side; 1227 Lake St; and from shops storage, 1465 1501 1517 1650 1679 1687 1748 1811.

These were out of service for good by June 30, several of them already dismantled: N.S. 1666; Lake St. 1402 1446 1485 1765; Lake-Nic 1601 1690 1781. Also Snelling's 1714 had been stored since spring. On next car list, these are all listed under shops storage.

With so many of their cripples scrapped instead of fixed, Lake St. had to put back in service all their storage cars except 1382, 1619, and 1639, and the Nic. 1100s & 1200s, these all being considered too poor to fix up.

A very heavy rainstorm crippled many cars on June 27, and Nicollet borrowed from Lake St. 1744 (returned in a couple days on a car change) and 1662 1823 1833, kept for the rest of Nicollet Station's operations.

In exchange for Shaker Heights PCCs, East Side in June got back their 1752 1756 1798 1846 1849 1850 1853, and also 1167, which they were sent by error, as it was considered shops storage since 1952.

Car list following shows what was left when Nicollet and North Side had only ten days left to stay open. Of cars listed as shops storage, about fifteen were already dismantled by the date of the list. 1638, which had hit a tree, was still standing at Lakke St.

ONE-MAN CARS

JULY 1, 1953 CAR LIST

EAST SIDE

1167
1293-1316
1319-1320
1752
1755
1756-1757
1760-1762
1770
1784-1789
1794
1796-1799
1846
1849-1850
1853-1854

EAST SIDE-NIC. CARS

1321-1328
1539
1560
1570
1573-1574

NICOLLET

1533
1544
1546
1549
1551
1662
1823
1833

NORTH SIDE

1174-1176
1197
1200-1201
1222
1384
1388-1390
1394
1396-1397
1469
1473
1499
1566
1576-1580
1582-1585
1587-1590
1593-1596
1628
1651
1653
1663
1665
1667-1669
1673
1675-1678
1780
1791
1801-1802
1806
1820

LAKE ST.

1205
1203
1207
1209-1211
1213-1216
1218-1221
1223-1224
1233
1236-1243
1245-1246
1385
1415
1424
1433
1440-1441
1450
1454
1462
1468
1470
1482
1487-1488
1492
1497
1561
1575
1581
1592
1608
1615-1616
1620-1621
1637
~~1640~~
1642
1671-1672
1680-~~1681~~
1685-1686
1691-1692
1694
1698
1700-1701
1710
1720
1724-1727
1730
1745-1746
1763-1764
1766
1768

Temp.Stor.

1382
1639

LAKE ST.-BRY. CARS

1193
1552
1556
1558-1559
1564
1568
1571
1602-1604
1606-1607
1625-1626
1632
1645-1649
1656
1658
1661
1682
1684
1688
1721
1744
1759
1767
1775-1778
1782
1795
1804
1808
1824
1826-1827
1829
1831
1838

LAKE ST. Out of Use

1178
1180-1185
1192
1248-1253
1619
1638

SNELLING

1494
1506
1705-1708
1715-1716
1732-1733
1803
1845

SHOPS-Cars Used Later

1166
1168
1170
1186
1495
1509
1511-1513
1515
1532
1617
1758
1807
1817-1819
1844
1848
1851-1852

SHOPS-Cars Out of Use

1169
1187-1191
1208
1402
1446
1485
1467
1498
1500
1502-1503
1505
1508
1510
1516
1521
1524-1526
1538 1535
1540 1536
1543
1545
1550
1554
1557
1565
1569
1599
1601
1609
1634
1666
1689-1690
1702
1714 1743
1754
1765
1781
1790
1809
1812
1814-1815
1821-1822
1825
1835
1842

NOTES TO JULY 10

Burned on July 7 were recent Lake cripple 1446, and shops storage cars 1169 1187 1189 1191 1467 1689 1815 1822 1825 1835. Sold by the 10th were 1545 1550 1565 1714 1809, all shops storage.

During their last few days, North Side was down to 55 cars, with 50 needed daily, so the shops had been fixing their cripples in the last couple of weeks. One exception was 1666, never repaired, leaving 54 cars. One notable one fixed was 1590, O.K.'d on June 30; this became the last regular car on the Chicago line.

1665, sent to the shops July 7 from North Side, was repaired by the 10th. There was no use sending it back to North Side then, so it was sent to East Side (maybe purposely, perhaps by error). After several days, East Side gave it Nicollet signs, and kept it running. Sent to the shops July 6 was 1801, damaged, and 1802, crippled, July 9.

THE BIGGEST CHANGEOVER

On July 11, buses went on Selby-Lake, Chicago-Penn-Fremont, and the St. Paul end of the Como line.

North Side sent all its cars to Snelling over the weekend, and only 16 of them ever went back in service anywhere. These were, (besides 1665) 1175 1473 1499 1580 1583 1584 1590 1593 1594 1628 1667 1669 1675 1678 1791 1820, all of which ended up as replacements for PCCs later in the year.

Nicollet also ceased to operate streetcars. Borrowed cars 1662 1823 1833 went back to Lake St. The other five button cars went to Lake St. on the night of the changeover, but then were sent to East Side over the weekend, where they were needed in addition to the PCCs from Nicollet. All the 4th Ave. line and much of the Nicollet line were moved to operate from East Side. A few days later, East Side put Nicollet signs in 1313-1316 and 1319-1320, and 1312.

With Selby-Lake gone, Snelling now storage all its button cars, but only temporarily. And with that line gone, Lake St. now had a great surplus of cars.

Lake St. sent many cars to the shops right after the changeover. Gone early in July, never to come back, were cripples 1223 1239 1763 1487 1575 1581 1638 1691 1720 1724. Crippled, then fixed and used again as a Lake St. "local", then soon crippled again and gone for good, was 1730. Many spare cars went into temporary storage: 1205 1219 1241 1385 1441 1450 1621 1642 1672 1692 1694 1700 1701 1710 1745 1746 1768 (all locals). Nicollet signs were put in the 1700s remaining in service: 1725 1726 1727 1764 1766. (Last 1700 running with Lake signs was 1730). Some cripples were fixed for Lake, but the old story was also being repeated, of cars sent to the shops and never fixed, and these were soon added: 1233 1240 1454 1462, 1680, and Lake-Nic 1662 1658 1777 1823, 1603, 157

SCRAPPING. Burned on the 14th of July were recent Lake cripples 1485 and 1781; 1754, from East Side in the spring; and long-time shops storage cars 1498 1502 1503 1521 1554 1569 1609. Burned the 23rd were recent cripples 1601 (damaged), and 1690; and 1188 1524 1702 1743 1812 1814 from shops storage. The final burning of the year was on Aug. 14, of shops storage cars 1500 1510 1526, and wrecked 1638, and a very recent wreck, Lake-Nic 1552. The main dismantling for scrap had ceased by the July 10 changeovers, when room had been made for all the North Side cars; and these were kept as a reserve, and for car sales. Spared were about three tracks of old Snelling storage, many of which were later rescued for service; and these included old East Side cars which had luckily got put on 10 track in the spring, when Lake St. borrowed Snelling cars from that track for temporary Selby-Lake service.

CAR SALES.

Sale of car bodies continued at a xxx rapid rate, and these went from July 14 to August 21: 1505 1508 1535 1540 1821xx from old shops storage; 1239 1571 1575 1581 1603 1658 1662 1620 1724 1730 1763 1777 1823, from Lake St. after the Selby conversion; 1224 crippled at Lake in August; and 1176 1201 1469 1587 1589 1595 1653 1668 1673 1677, ex-North Side.

PCCX REPLACEMENTS

In August, the shops began fixing up PCCs for Mexico, and some of those for Newark were also going out of service. The shops therefore sent these old East Side cars back there for service: (up to August 20): 1807 1817 1818 1819 1844 1848 1851 1852.

In early August, with PCC work beginning, the shops ceased taking in Lake St. cripples, and these cars crippled to August 20 had to stand at Lake for two months: 1220 1236 1568 1604 1632 1684 1838, which did eventually get fixed up: and 1218 1468 1470 1647 1648 1804, which were never fixed. (After storing these cripples, Lake had to send newer cripples in to have something to run).

Meanwhile, to replace these, storage cars 1219 and 1672 ran again as Lake St. cars, and 1692 1694 1701 1746 1768 went back in service, now with Nicollet signs.

ONE-MAN CARS

AUGUST 21, 1953 CARXX LIST

EAST SIDE

1167
1293-1311
1313
1752
1755-1757
1760-1762
1770
1784-1789
1794
1796-1799
1807
1817-1819
1844
1846
1848-1854

EASTSIDE-NIC. CARS

1312
1314-1316
1319-1328
1533
1539
1544
1546
1549
1551
1560
1570
1573-1574
1665

LAKE ST.

1203
1207
1209-1211
1213-1216
1219
1221
1237-1238
1242-1243
1245-1246
1415
1424
1433
1440
1482
1488
1492
1497
1561
1592
1608
1615-1616
1637
~~[illegible]~~
1671-1672
1680
1685-1686
1698

Temp.Stor.
1205
1241
1382
1385
1441
1450
1621
1642 1639
1700
1710
1745

Out of Use
No good
1218
~~[illegible]~~
1470
1619

Temp.Stor.
Crippled
1220 1468
1236

LAKE ST.-BRY. CARS

1193
1556
1558-1559
1564
1602
~~1660~~
~~60~~xx
1606-1607
1625-1626
1645-1646
1649
1656
1661
1682
1688
1692
1694
1701
1721
1725-1727
1744
1746
1759
1764
1766-1768
1775-1776
1778
1782
1795
1808
1824
1826-1827
1829
1831
1833

Temp.Stor.
Crippled
1568
1604
1632
1684
1838

Out of Use
No good
1178
~~1180-1185~~
1192
1248-1253
1647-1648
1804

SNELLING Storage

1494
1506
1705-1708
1715-1716
1732-1733
1803
1845

SHOPS-Cars Used Later

1166
1168
1170
1175
1186
1473
1495
1499
1509
1511-1513
1515
1532
1580
1583-1584
1590
1593-1594
1617
1628
1667
1669
1675
1678
1758
1791
1820

SHOPS-Cars Out of Use

1180-1185
1174
1190
1197
1200
1208
1222-1223
1233
1240
1384
1388-1390
1394
1396-1397
1402
1454
1462
1487
~~1495~~
1516
1525
1536
1538
1543
1557
1566
1576-1579
1582
1585
1588
1596
1599
1634
1651
1663
1666
1676
1691
1720
1765
1780
1790
1801-1802
1806
1842

The main news in the history of the cars during the next two months was of the gradual withdrawal of the PCCs and their rehabilitation by the shops. As East Side sent over a few at a time, cars from shops storage had to be fixed up to replace them. The shops were meanwhile so busy rehabilitating the PCCs, that there was no thought of any more car scrapping at the time. It was desired anyhow to have a reserve of old cars standing by; and from these cars, many bodies were sold. There were occasional operating car shortages as the shops were too busy to fix up all cripples right on time. And finally it was expected that by October 31, four more lines would be converted, Lake St. station would be closed, and more than 100 cars would go out of service.

PCC REPLACEMENTS. By Sept. 1, Snelling Station returned 12 button cars to service, the same 12 which they had stored in July when Selby-Lake was abandoned: 1494 1506 1705 1706 1707 1708 1715 1716 1732 1733 1803 1845. This group replaced the Interurban cars shipped to Newark in late August. Interurban cars destined for Mexico City mostly stayed in service until almost the end of October, when the final shipment of Newark cars also went; and about Oct. 21, old storage cars 1495 1509 1511 1512 1513 1515, with 1952 licenses, and ex-North Side 1584, with no license, went into service on the Interurban line. When on Oct. 31, the St. Paul end of that line was converted, but streetcars were unexpectedly kept on the Minneapolis end, all these 19 button cars stayed at Snelling for those runs, and the PCCs quit running on that line.

For East Side PCC replacements, old East Sider 1758 was returned there, and ex-North Side 1667 1669 1675 1678, these all in service as Harriet cars by Sept. 1; these were also in a sense needed for increased service, the Como line being extended to the Fair Grounds during the Fair. Meanwhile 1313 got Nicollet signs.

By early October, five more North Side cars went to East Side: 1583 and 1593 as Nicollets, 1499 1628 1791 as Harriets. So far, very good steel side cars had been picked out for East Side. By this time, 1667 and 1669 got their signs switched to Nicollet. Next it seems the shops got the notion of fixing up Lake cripples and letting East Side have some, and on Oct. 11 E.S. got 1440 and 1827 that way, and put in Harriet signs. 1827 stayed at East Side, but Lake was very short of cars and hollered and got 1440 back, which they kept with Harriet signs; this was handy to have at Lake, as a spare for either group of cars, as it had signs either for Bryant or for Plymouth. During the last operations at Lake, many other cars were switched back and forth on car changes, of which we will note only 1752, with Harriet signs, which Lake got by Oct. 31 and kept over a month. (1440 went to E.S. again by Nov. 8).

Dug out of storage next for East Side were ex-North Side 1473 as a Harriet, and 1580 as a Nicollet. 1170 was sent to East Side, but wasn't cleaned up and was returned to Snelling in expectation of the Oct. 31 changeover. Toward the end of October, these Lake St. cripples were fixed and given to East Side: 1468 and 1568 to be Harriets (signs changed by shops); 1632 1684 1688 1829 as Nicollets; but 1829 later got traded back to Lake St. again.

THE TWO MONTHS AT LAKE ST.

As more cars were crippled and less and less were fixed, Lake St. returned to service everything they could fix up themselves. In late August, 1450 and 1642 were running again as locals, while 1700 and 1710 came out as Bryant cars. By Sept. 19, these were out: 1745 as a Bryant; 1205 1241 1385 1441 1621 as locals, and finally even local 1382, stored since spring. Finally by early October they even fixed up 1639, a local stored since April, which had some door trouble they thought they couldn't fix at the station. That was the end of storage cars they could fix up there (1619, O.K. when stored in April, was practically falling apart, with half the ceiling down inside). Meanwhile some locals were switched and given Bryant signs; 1608 late in August, 1671 1672 1685 in September.

Meanwhile some cripples that went to the shops were set aside for sale or scrap, and some not so marked were never fixed again anyhow. 1213 1482 1727 were figured for scrap. 1672 and 1824 also ditto got marked scrap. 1214 and 1759 went over and just never got fixed. /1497 Also specially to be noted, as just never being fixed, were 1205 1639 1698, and one East Side car, 1167; shops lined these up on 23 track, and then stuck PCC 299 on the end of the track, and just never moved any of them.

(In July, after end of Selby. Lake sent storage cars 1180-1185 to Snelling, kept eight similar cars at Lake so kids had something to run through and break windows in and would leave regular cars alone)

Toward the end of October, with only a few days of operation still expected there, Lake St. sent all its cripples ~~and no good storage cars~~ in to the shops. ~~No goods were 1178, 1192, 1248 1253, 1619.~~ Cripples stored several months, now sent over and never fixed, were 1218 1470 1647 1648 1804/1619. Stored several months, and now fixed, were locals 1220 and 1236, and Bryants 1604 and 1838, as well as several sent to East Side now. Cripple 1558 hauled spare parts from Lake to East Side, was sent to shops marked East Side, and was soon fixed for them. Cripple 1764 was fixed for East Side and given Harriet signs early in November (gone from Lake before Oct. 31).

CAR SALES. In August, these went: ex-North Side 1174 1394 1396 1566 1582 1651 1666, and 1691 at shops from Lake.

These went in September: ex-North Side 1390 1588 1596 1663 1780 1806, and shops storage 1516 1543 1557 1634, ex-E.S. 1842, ex-Lake 1208 1462.

And these in October: cripples just over from Lake (sold late in the month) 1776 and 1804; old storage 1538 and ex-Lake 1454; and ex-North Side 1197 1200 1222 1384 1388 1397 1577 1578 1579 1585 1802.

BUT THE OCT. 31 MINNEAPOLIS CONVERSIONS DIDN'T COME OFF. The next car list shows how the cars ran for the following extra four weeks. All sales of old cars were halted.

Traded on car changes, and then staying put, were 1669 E.S. to Lake, 1559 and 1745 Lake to E.S. Lake cripple 1564 when repaired was sent to East Side. Harriet signs in 1568 ~~and 1620~~ to switched to Nicollet. (List shows all cars used during four weeks, in the place and on the lines where they ran mostly).

FURTHER PCC REPLACEMENTS. These were dug out: for Harriet: ex-N.S. 1175, old East Side 1166 1168 1170 1186, ex-N.S. 1820; also 1790 was sent over, but the stove was no good and it wasn't used. For Nicollet: ex-N.S. 1590 and 1594; ex-Snelling 1532; and 1617, which East Side had got from Duluth but barely used.

EAST SIDE regulars

1166
1168
1170
1175
1186
1293-1311
1440
1468
1473
1499
1628
1675
1678
1755-1758
1760-1762
1764
1770
1784-1789
1791
1794
1796-1799
1807
1817-1820
1827
1844
1846
1848-1854

EAST SIDE -Nic. cars

1312-1316
1319-1328
1532-1533
1539
1544
1546
1549
1551
1558-1560
1564
1568
1570
1573-1574
1580
1583
1590
1593-1594
1617
1632
1665
1667
1684
1688
1745

LAKE ST. locals

1203
1207
1209-1211
1215-1216
1219-1221
1236-1238
1241-1243
1245-1246
1382
1385
[illegible]
1415
1424
1433
1441
1450
1488
1492
1561
1592
1615-1616
1621
1637
1642
1680
1686

LAKE ST. -E.S.signs

1752

LAKE ST. -Bryants

1193
1556
1602
1604
1606-1608
1625-1626
1645-1646
1649
1656
1661
1669
1671
1682
1685
1692
1694
1700-1701
1710
1721
1725-1726
1744
1746
1766-1768
1775
1778
1782
1795
1808
1826
1829
1831
1833
1838

Out of Use

1178
1192
1248-1253

SNELLING regulars

1494-1495
1506
1509
1511-1513
1515
1584
1705-1708
1715-1716
1732-1733
1803
1845

SHOPS-Cars Out of Use

1167
1180-1185
1190
1205
1213-1214
1218
1223
1233
1240
1389
1402
1470
1482
1487
1497
1525
1536
1576
1599
1619
1639
1647-1648
1672
1676
1698
1720
1727
1759
1765
1790
1801
1824

LAKE ST. STATION closed on Nov. 28, 1953. All their O.K. cars of that date which had Bryant & Nicollet signs were transferred directly to East Side, some by pulling in to East Side from their runs on Friday, and some on the next day:
1193 1556 1602 1604 1606 1607 1608 1625 1626 1645 1646 1649
1656 1661 1669 1671 1682 1685 1692 1694 1700 1701 1710 1721
1725 1744 1746 1767 1768 1775 1778 1782 1795 1808 1826 1829
1831 1833 1838 Very soon, Como signs were put in 1193 and the six 1800s, while Nicollets were put in 1307 1308 1309 1310 1755 1756 1757 1758 1760. (1628 and 1678 had been changed to Nicollets just before the conversions). About the middle of December, Como signs were put in 1767 1775 1778 1782 1795 (1768 was at shops); but there were then too many Comos, so they quickly changed 1761 1762 1764 1767 1770 1775 to Nicollet.

The only other Lake St.-Bryant cars were 1726 and 1766, crippled at the time of conversion, and these never ran again. The eight old wrecks at Lake St., 1178 1192 and 1248-1253 were to have been burned at Lake when the yards were emptied, but a permit could not be obtained and the cars were dragged over to Snelling. Lake sent 1752 in to the shops as a cripple, and when fixed later in the year, it was made a Nicollet car,, as was 1675, an East Side cripple later fixed.

The Lake St. LOCALS were all sent over to Snelling for storage. From there, many of them went to East Side as needed, to replace crippled cars. Some that were cripples at the time of conversion never saw service again: 1211 1637 1680. 1215 was supposed to be O.K. and was sent to East Side, but they found a hole in the armature and returned it without using it. During the balance of the year, these O.K. Lake St. locals went into East Side service: 1561 1592 1615 1616 1385, 1642 1686 as Nicollets; 1209 1210 1216 1219 1221 1236 1237 1241 1245 1415 1433 1450 1488 1492 as Comos. Some others were yet to be used in 1954.

EAST SIDE, at the time of the conversions, sent all their PCCs into Snelling, and also some cripples, of which these never ran again: 1170 1684 1850. Sidetracked from this time until the first of the year was 1311, finally fixed up.

SNELLING STATION now ceased operating any cars. There ~~1705~~ 1706 and 1708 were crippled and out of service at conversion date. During December, they sent these O.K.s to East Side: 1845 as a Como; 1509 1511 1707 1733 as Nicollets. Other O.K.s remained as a reserve.

As there was still much work to be done on the PCCs, the shops were rather slow in fixing East Side cripples, preferring to replace them with O.K. Lake St. and Snelling cars. But as December ended, more and more regular cripples were being fixed.

Next car list shows all the cars which operated at all from the Nov. 28 conversions until the end of the year, and indicates signs the cars had most of the time.

CARS USED NOV. 28 TO DEC. 31, 1953

EAST SIDE
Comos

1166
1168
1175
1186
1193
1209-1210
1216
1219
1221
1236-1237
1241
1245
1293-1306
1415
1433
1440
1450
1468
1473
1488
1492
1499
1778
1782
1784-1789
1791
1794-1799
1807-1808
1817-1820
1826-1827
1829
1831
1833-SOLD
1838
1844-1846
1848-1849
1851-1854

EAST SIDE
Nicollets

1307-1310
1312-1316
1319-1328
1385
1509
1511
1532-1533
1539
1544
1546
1549
1551
1556
1558-1561
1564
1568
1570
1573-1574
1580
1583
1590
1592-SOLD
1593-1594
1602
1604
1606-1608
1615-1617
1625-1626
1628
1632
1642
1645-1646
1649
1656
1661
1665
1667
1669
1671
1675
1678
1682
1685-1686
1688
1692
1694

EAST SIDE
Nicollets

1700-1701
1707
1710
1721
1725
1733
1744
1745-SOLD
1746
1752
1755-1758
1760-1762
1764
1767-1768
1770
1775

SHOPS
Reserve
O.K. cars

1203-SOLD
1207
1220
1238
1242-1243
1246
1382
1424
1441-SOLD
1494-1495
1506
1512-1513
1515
1584
1621
1705
1715-1716
1732
1803

SHOPS
Temp.Stor.
Crippled

1311

SHOPS-Cars
Out of Use

1167
1170
1178
1180-1185
1190
1192
1205
1211-SOLD
1213-SOLD
1214-1215
1218
1223
1233
1240
1248-1253
1389
1402
1470
1482
1487
1497-SOLD
1525
1536
1576
1599
1619
1637
1639
1647
1648-SOLD
1672
1676
1680
1684-SOLD
1698
1706
1708
1720
1726-1727
1759
1765
1766-SOLD
1790
1801
1824
1850-SOLD

During December, a dozen cars were sold, all indicated in the list above.

Some of the cars shown in use above, were crippled during the month, and never again fixed up.

1301-1304 were regular Campus cars, used increasingly from the summer of 1953 on, as the number of gatecars was diminished.

JANUARY 1954 NOTES

1311 was finally fixed and returned to service, now becoming a Nicollet car. Signs in 1305-1306 were changed to Nicollet.

Additional O.K. cars from the shops reserve went into service at East Side: 1382 and 1621 as Nicollets; 1207 1220 1238 1242 1243 1246 1424 as Comos. After this, the shops fixed as many East Side cripples as necessary, and the remaining 12 O.K. Snelling cars were never put into service.

Out of service for good were several damaged cars, 1236 in December, 1617 and 1700 in January.

As East Side sent cars over to the shops, some were taken in for repairs, generally those needing the least work, but including all the electric heat cars; others were picked out as sale cars, and still others were switched out into the Snelling yards to await later disposal.

Sold in January was 1515, an OK Snelling car; and 1214 1487 1647 1726 and 1759, cripples last used by Lake St.

East Side cripples out of service for good during January were 1246 1440 1488 1509 1570 1583 1602 1642, 1175, 1573.

FEBRUARY 1954

These were sold: Snelling OK cars 1495 1506 1512 1584; new East Side cripples 1209 1433 1560 1608; older East Side cripples 1175 1573 1594 1685 1692 1725; and 1218 and 1824, last used by Lake.

Additional East Side cars dropped from service were 1168 1241 1450 1511 1656 1786.

UP TO MARCH 5

Sold were old E.S. cripples 1385 and 1450, and Snelling OK cars 1513 1705 1715 1732, 1803.

Cripples dropped from service were 1707 1424 1852.

The GLENWOOD-4TH AVE. line was changed to buses on March 6. The company had left 212 one-man cars, of the 241 which they had on January 1st. Of these, 158 in all had seen service during 1954, the only additional car that was used being 1269.
About Feb. 15, 1300 had joined 1301-1304 (and 1269) on Inter Campus.

Next car list shows all the cars actually used in 1954, up to the end of the 4th Ave. line.

CAR LIST, JAN. 1 TO MARCH 5, 1954.

EAST SIDE
Comos

1166
1168
1175
1186
1207
1209-1210
1216
1219-1221
1238
1241-1243
1245-1246
1293-1299
Campus
1300-1304
1415
1433
1440
1424
1450
1468
1473
1488
1492
1499
1778
1782
1784
1786-1789
1791
1794-1797
1799
1807-1808
1817-1820
1826-1827
1829
1831
1844-1846
1848-1849
1851-1854

EAST SIDE
Nicollets

1305-1316
1319-1328
1382
1509
1511
1532
1544
1546
1549
1551
1556
1558-1561
1564
1568
1570
1573-1574
1580
1583
1590
1593
1602
1604
1607-1608
1615-1617
1621
1625-1626
1628
1642
1646
1649
1656
1661
1665
1667
1669

EAST SIDE
Nicollets

1671
1675
1678
1682
1686
1694
1700-1701
1707
1710
1733
1746
1752
1755-1758
1760-1762
1764
1767
1770
1775

SHOPS-Cars
Out of Use

1167
1170
1178
1180-1185
1190
1192-1193
1205
1214-1215
1218
1223
1233
1236-1237
1240
1248-1253
1385
1389
1402
1470
1482
1487
1494-1495
1506
1512-1513
1515
1525
1533
1536
1539
1576
1584
1594
1599
1606
1619
1632
1637
1639
1645
1647

SHOPS-Cars
Out of Use

1672
1676
1680
1685
1688
1692
1698
1705-1706
1708
1715-1716
1720-1721
1725-1727
1732
1744
1759
1765
1768
1785
1790
1798
1801
1803
1824
1838

LAST THREE WEEKS OF THE NICOLLET LINE: March 6 to March 26.

The Monday after the last 4th Ave. cars had run, 1305 1306 1307 1308 1309 1310 were shifted from Nicollet to the Como line.

On that weekend East Side put 17 cars into storage, all of them with some defects such as low armatures or wheels crowding. 12 of these went to the shops a couple at a time, never to return: 1210 1243 1415 1551 1556 1561 1580(the last 4th Ave. car), 1593 1649 1669 1757 1794. The other five had to go back into service later: 1473 on Como; 1628 and 1764 as Nicollets; and 1186 and 1799, signs changed from Como to Nicollet for the last week of operations on that line.

No more stove cars were fixed by the shops. Last such car repaired was 1551, returned to East Side March 5, used for a round trip on Nicollet that afternoon, then stored as bad order and returned to the shops. So 1621, returned to E.S. March 4, was the last stove car fixed up good.

Electric heat cars were still repaired, and 1299 1301 1312 1316 got fixed up during this period. 12 more stove cars got crippled and made their last run to Snelling: 1207 1221 1238 1245 1532 1558 1568 1646 1667 1758 1770 1818. On March 20, 1321 burned at the station; its insides were completely burned out. The fire spread and damaged 1312, 1315, and the last gatecar, 1269, and none of these were fixed up.

Transportation Sales Co. had a tremendous backlog of orders, and it was intended that they would buy all the car bodies left. But spring was coming, and with it load restrictions on some highways, so bodies could not be delivered as fast as the company wanted to get rid of them. So a program of "stockpiling" was begun; the shops dismantled several cars daily, and those bodies not delivered were set out in the east end yards and considered sold to the T.S. Co. Some cars were taken out of the stockpile within a few days after going into it, and those are ignored here; others stood around a long while and some finally had to be burned. Of 24 cars dismantled, 9 were delivered quickly: 1168 1237 1561 1580 1649 1716(O.K. Snell. car), 1669 1794 1852. 15 cars went to the stockpile for a long wait: 1207 1415 1424 1494(last O.K. Snell.car) 1532 1533 1539 1558 1568 1645 1646 1656 1721 1786 1818.

CARS USED, MARCH 6TH to 26TH
(121 one-man cars, & 1269)

Comos
1166
1207
1216
1219-1221
1238
1242
1245
1293-1299
Campus
1300-1304
1305-1310
1468
1473
1492
1499
1778
1782
1784
1787-1789
1791
1795-1797

Comos
1807-1808
1817-1820
1826-1827
1829
1831
1844-1846
1848-1849
1851
1853-1854

Nicollets
1186
1311-1316
1319-1328
1382
1532
1544
1546
1549
1558-1559
1564
1568
1574
1590
1604
1607
1615-1616
1621
1625-1626
1628
1646
1661

Nicollets
1665
1667
1671
1675
1678
1682
1686
1694
1701
1710
1733
1746
1752
1755-1756
1758
1760-1762
1764
1767
1770
1775
1799

SHOPS-91 cars out of use

1167-1168
1170, 1178
1180-1185
1190
1192-1193
1205, 1210
1215, 1223
1233
1236-1237
1240-1241
1243, 1246
1248-1253
1389, 1402
1415, 1424
1440, 1470
1482, 1488
1494, 1509
1511, 1525
1533, 1536
1539, 1551
1556, 1561
1570, 1576
1580, 1583
1593, 1599

1602, 1606
1617, 1619
1632, 1637
1639, 1642
1645, 1649
1656, 1669
1672, 1676
1680, 1688
1698, 1700
1706-1708
1716
1720-1721
1727
1744
1757
1765
1768
1785-1786
1790
1794
1798
1801
1838
1852

THE CARS FOR THE LAST LINE

When the last Nicollet cars had run, the 12 remaining electric heat cars on that line quickly got their signs changed to Como: 1311 1313 1316 1319 1320 1322 1323 1324 1325 1326 1327 1328. One more, 1314, was at the shops, and got its signs changed when it returned April 7.

13 cars were set aside as in bad order, and soon went in to the shops: Nicollets 1186 1564 1574 1607 1710 1760 1764 1799; Comos 1473 1492 1796 1829; Nicollet 1604. These included four of five so stored when 4th Ave. ended; 1628 was the other; it had a low armature but didn't seem to be getting any worse, and it survived to be a "party car" on the last day of the streetcars.

There remained 30 O.K. Nicollet stove cars (including 1628), which went into temporary storage, to be used as needed.

Fires in the cars went out forever Monday night, April 5. Then the storm windows came off. Electric heat cars were kept on most night runs and owls right to the end.

1305 became a Campus car again April 14, while two other Campus cars were at the shops.

Strangely, the shops kept on fixing electric heat cripples for a while; fixed were 1314, mentioned above; 1293 1303 1304 1309 1326 1854; 1310 returned May 5 and was to be last repair job; but E.S. shops asked specially for later cripple, 1302, to be fixed for Campus, and it was returned May 25.

SHOP NOTES TO APRIL 14.

More stove cars crippled and sent in: 1242 1831 1844 1851.

April 3, 1296 made its last run, into a tree on the right-of-way.

Sold and soon delivered were: 1186 1473 1710 1796 1844.

Into the stockpile went 1221 1238 1242 1492 1551 1564 1574 1604 1607 1760 1764 1799 1829 1851.

NOTES TO APRIL 30.

To the shops forever: 1299 1778 1787 1791 1808.

Stored Nicollets put on Como line April 24: 1559 1621 1661 1665 1671 1767, one track of cars.

The year's scrapping started about the 15th, with work cars first.

Sold and soon delivered: 1243 1440 1583 1602 1757 1791.1593.

To the stockpile: 1241 1488 1556 1632 1770 1787.

COMOS USED MARCH 26-APRIL 30.			NICS IN E.S. STORAGE (24)		STOCKP. (15)	SHOPS-Out of Use(9	
1166	1559	1807-1808				1167,1170	1574,1576
1216	1621	1817	1382	1682	1207	1180-1186	1583,1593
1219-1220	1661	1819-1820	1544	1686	1415	1178,1196	1599,1602
1242	1665	1826-1827	1546	1694	1424	1192-1193	1604,1606
1293-1299	1671	1831	1549	1701	1494	1205,1210	1607,1617
Campus	1767	1844-1846	1590	1733	1532	1215,1221	1619,1632
1300-1305	1778	1848-1849	1615	1746	1533	1223,1233	1637,1639
1306-1311	1782	1851	1616	1752	1539	1236,1238	1642,1667
1313-1314	1784	1853-1854	1625	1755	1558	1240-1241	1672,1676
1316	1787-1789		1626	1756	1568	1243,1245	1680,1688
1319-1320	1791		1628	1761	1645	1248-1253	1698,1700
1322-1328	1795	(69 cars)	1675	1762	1646	1246,1299	1706-1708
1468	1797		1678	1775	1656	1402,1440	1710,1720
1499					1721	1470,1473	1727,1744
					1786	1482,1488	1757-1758
					1818	1492,1509	1760,1764
						1511,1525	1765,1768
						1536,1551	1770,1785
						1556,[illegible]	1790,1798
						1564,1570	1799,1801
			1312.1315.1321.1838.1829				1796,1829

NOTES TO MAY 19.

To the shops forever: 1293 1295 1308 1314 1325 1826 1853.

Sold and soon delivered: 1245 1509 1570 1576 1688 1758 1808.

Into the stockpile: 1299 1642 1667. (Some marked "soon delivered" went in stockpile but were out by mid-July, before any question arose of burning stockpiled cars.)

UP TO MAY 31.

Another track of storage cars went in service May 20, signs changed to Como: 1382 1546 1694 1756 1762 1775.

As it was apparent all storage cars would not be needed, two tracks of cars were picked not to be used any more, perhaps for a saving of taxes on those cars; and the 12cars went to the shops Memorial Day, May 31: 1544 1549 1590 1615 1616 1626 1675 1701 1733 1752 1755 1761.

More cripples gone forever: 1305 1309 1661. (In this period, 1302 went over and got fixed, as was noted).

Sold and soon delivered: 1167 1314 1606 1661 1698 1831.

Most of the work cars not still needed were by now burned.

Into the stockpile; 1325 1768 1826.

Comos Used in May-65 Cars

1166
1216
1219-1220
1293-1295
1297-1298
Campus
1300-1305
1306-1311
1313-1314
1316
1319-1320
1322-1328
1382
1468
1499
1546
1559
1621
1661
1665
1671
1694

1756
1762
1767
1775
1782
1784
1788-1789
1795
1797
1807
1817
1819-1820
1826-1827
1845-1846
1848-1849
1853-1854

STORED & KEPT (6)

1625
1628
1678
1682
1686
1746

STORED, NEVER USED(12)

1544
1549
1590
1616
1615
1626
1675
1701
1733
1752
1755
1761

SHOPS-Out of Use Entire Month-73

1167,1170
1180-1185
1178,1190
1192-1193
1205,1210
1215,1223
1233,1236
1240,1245
1248-1253
1246,1296
1299,1312
1315,1321
1389,1402
1470,1482
1509,1511
1525,1536
1570,1576
1599,1606
1617,1619
1637,1639
1642,1667
1672,1676
1680,1683
1698,1700
1706-1708

1720
1727
1744
1758
1765
1768
1778
1785
1790
1798
1801
1808
1831
1838

STOCKPILED 35 Bodies

1207
1221
1238
1241-1242
1415
1424
1488
1492
1494
1532-1533
1539
1551
1556
1558
1564
1568
1574
1604
1607
1632
1645-1646
1656
1721
1760,1764
1770
1786-1787
1799
1818,1829
1851

THE TERRIBLE MONTH OF JUNE

To the shops by June 10: 1303 1310 1499.

On June 14, 1316 was struck by lightning and burned out motors; on the 16th it was sent to the shops, loaded with East Side supplies.

1166 was out of service most of the month, being saved (as the oldest car) for special final midnight run June 18. However, car shortage developed and it had to be used on pullouts the last Thursday P.M. and both Friday rush hours.

1625 1678 1746 returned to service June 7, and 1682 on June 14, signs changed from Nicollet to Como.

In the last few days, some cars were changed over to take part in a luncheon publicity parade at noon on June 18. Good-looking steel side cars were selected: 1328 1468 1628 1678 1686 1762 1782 1819. In all but 1328, which was added to the parade at the last minute, the seats were changed around and tables installed. None of these cars returned from Snelling. Damaged car 1296 at Snelling had meanwhile been renumbered 1468, the number of the lead car in the parade, and was burned in a symbolic ceremony at Snelling when the party arrived there.

The station had enough cars to run on the line until the last afternoon, when they were two short of the scheduled 50 cars, due to 1328 going in the parade, and 1746 getting crippled that day.

On the last day, 1301 made TCRT's very last scheduled run. Behind it that night was 1166 on a special trip to Brookside, the oldest streetcar driven by the oldest motorman still working. Next day, Saturday, the Minnesota Railfans' Association rode over the Como and Campus lines in 1300 and 1775. 49 cars left at East Side Friday night went to Snelling that night or the following Monday, the last car to the shops being 1756.

Sold through June 18 were: 1293 1305 1309 1310 1590 1616 1626 1639 1675 1676 1680 1701 1752 1755 1785 1798 1838, 1303, 1615, 1706.

59 Comos Used in June

1166
1216
1219-1220
1294
1297-1298
Campus
1300-1304
1306-1307
1310-1311
1313
1316
1319-1320
1322-1324
1326-1327
1328*
1382
1468*
1499
1546
1559
1621
1625
1665
1671
1678*
1682
1694
1746
1756
1762*
1767
1775
1782*
1784
1788-1789
1795
1797
1807
1817
1819*
1820
1827
1845-1846
1848-1849
1854

*Party cars starred

2 Cars,
Party Only

1628*
1686*

STOCKPILED
41 Bodies

1207, 1221
1238, 1241
1242, 1299
1325, 1415
1424, 1488
1492, 1494
1532, 1533
1539, 1551
1556, 1558
1564, 1568
1574, 1604
1607, 1632
1642, 1645
1646, 1656
1667, 1721
1760, 1764
1768, 1770
1786, 1787
1799, 1818
1826, 1829
1851

Shops-Out of Use Whole Month-76

1170
1178
1180-1185
1190
1192-1193
1205
1210
1215
1223
1233
1236
1240
1246
1248-1253
1293
1295-1296
1305
1308-1309
1312
1315
1321
1389
1402
1470
1482
1511
1525
1536
1544
1549
1590
1599
1615-1617
1619
1626
1637
1639
1672
1675-1676
1680
1700-1701
1706-1708
1720
1727
1733
1744
1752
1755
1761
1765
1778
1785
1790
1798
1801
1838
1853

THE REST OF JUNE: SCRAPPING BEGINS

On June 19, 116 one-man cars were still left on the system, plus 41 stockpiled bodies.

These were sold through June: 1295 1302 1308 1326 1402 1470 1544 1756. Some car bodies that had stood about nearly a year were being sold, and they weren't all in the best shape. One more car went into the stockpile for a fairly long stay: 1219 on June 23.

It was obvious cars could not be sold as fast as the company wished to get rid of them. So a program of scrapping, which began with 1296 on June 18, went into high gear, commencing with cars damaged in accidents or by vandals; the latter were chiefly ex-Nicollet 1100s and 1200s stored at Lake St. a long time, and then in the east end yards at Snelling. Burned in June were: 1180 1181 1182 1183 1184 1185 1192 1240 1248 1249 1251 1252 1253 1321 1482 1525 1599 1619 1672 1727 1744.

86

JULY: [illegible] Cars Left, & 42 Stockpiled

Sold to July 15 were 1215 1778 1820 1827 1854.

Burned July 7 were further damaged cars 1178 1193 1236 1250 1315 1700 1707; 2 gatecars; and, commencing on wood sided cars not damages, 1246 and 1382.

Burned July 15 were damaged or long deteriorated cars 1312 1511 1617 1708 1720; the last gatecar 1269; 1210 (dismantled the previous winter with 1511, before stockpiling started); and good wood sided cars 1205 1733 1789 1801 1853.

Burned July 23 were old stand-abouts 1170 1190 1389; wood sided 1297 1319 1320 1323 1324 1327 1549 1846; and steel side 1665, which marked the end of specially saving the best cars for sale cars.

Burned July 28 were wood side 1216 1220 1298 1301 1306 1322 1546 1625 1682 1767 1788, steel side 1559.

Sold through August 3 were 1468 1499 1637 1694; sales very slow.

Burned Aug. 5 were some old stand-abouts just reached, 1233 1536 1765; and without distinction now as to wood or steel sides, 1166 1294 1304 1307 1328 1678 1761 1819 1845.

Burned Aug. 10 were 1311 1313 1621 1686 1746 1762 1782 1784 1795 1797 1807 1817.

THE LAST NINE COMPLETE CARS. Two cars, the final railfan trip cars 1300 and 1775 had been saved for museum purposes. As car dismantling was completed, 1775 was included and became the last car TCRT removed trucks from. Burned Aug. 13 were 1223 1316 1671 1775 1790 1848 1849. Car 1628 had been dismounted and on Aug. 23 the body was delivered to a Gun Club. The final complete car, 1300, was removed from Snelling yards Sept. 17, given to MRA as a museum car, and next day the Milwaukee Road moved it out to Hopkins.

THE 42 STOCKPILED CARS. Much dismantling of machinery remained, tracks in the yards were ripped up, work cars were disposed of; and up to Oct. 15 13 car bodies were removed and sold: 1241 1242 1415 1492 1551 1556 1574 1604 1607 1632 1799 1826 1829.

28 other bodies were tipped and burned: On Aug. 20, 1219 1299 1325 1642 1667; on Sept. 20, 1760 1764; on Oct. 5, 1488 1768 1770 1787; on Nov. 1, 1494 1533 1564 1568 1645 1646; and in the final burning on Nov. 30, 1954: 1207 1221 1424 1532 1539 1558 1656 1721 1786 1818 1851.

On that date, Nov. 30, one car body still stood on ties in the Snelling yards, waiting delivery to someone who wanted it; a car that was once before a famous last streetcar, the last to Mahtomedi: 1238.